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STUDY PROJECT COMPRISING TWO SURVEYS ON BEHALF OF THE NATIONAL --ETC (1)
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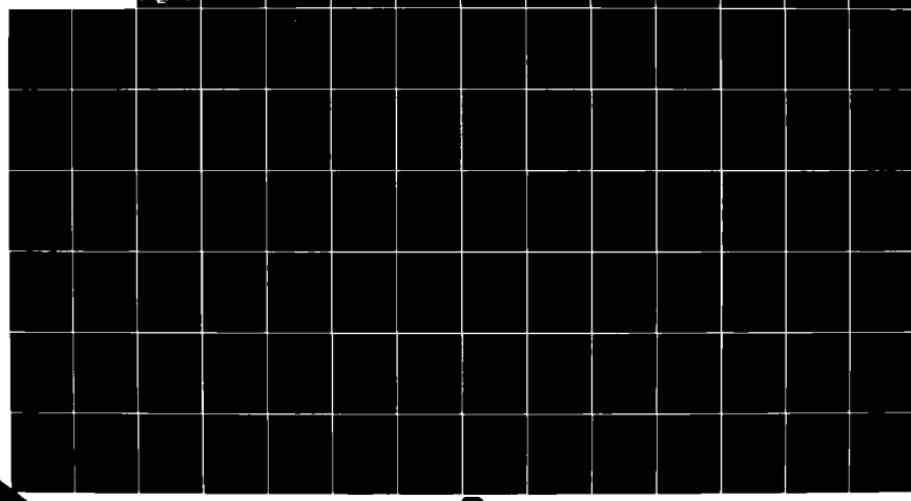
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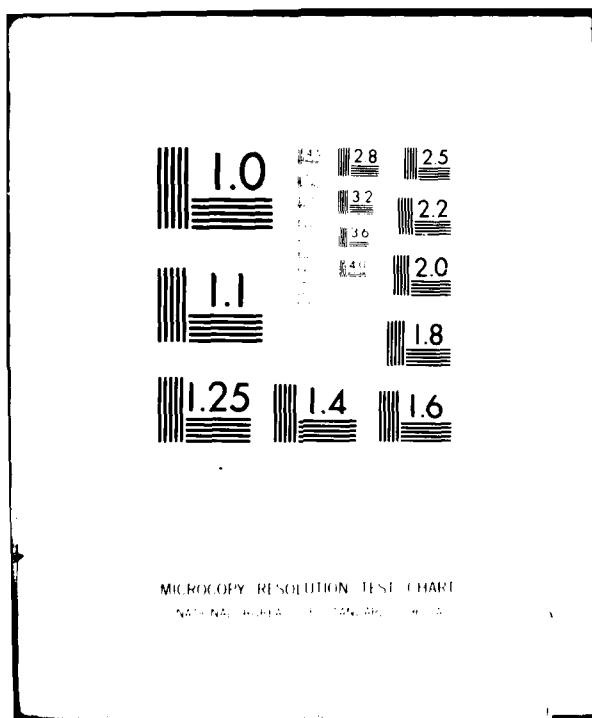
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STUDY PROJECT
COMPRISING TWO SURVEYS

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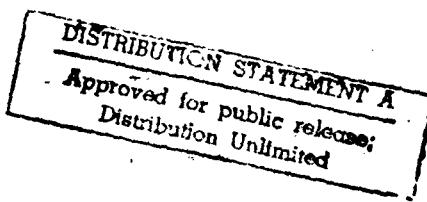
U.S. COAST GUARD

(Grant Agreement No. 1401-91)

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on behalf of the

**NATIONAL ASSOCIATION OF
STATE BOATING LAW ADMINISTRATORS**



AMERICAN SURVEYS

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Comprising Two Surveys

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COMPRISING TWO SURVEYS

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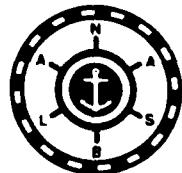
U.S. COAST GUARD

(Grant Agreement No. 1401-91)



on behalf of the

**NATIONAL ASSOCIATION OF
STATE BOATING LAW ADMINISTRATORS**



June 1975



AMERICAN SURVEYS

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NATIONAL ASSOCIATION OF STATE BOATING LAW ADMINISTRATORS

Dedicated to the Safe, Pleasant and Compatible Use of the Nation's Waters

EMBASSY SQUARE
2000 N STREET, N.W. ★ WASHINGTON, D.C. 20036

June 13, 1975

Admiral Owen W. Siler
Commandant
U.S. Coast Guard
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Admiral Siler:

In accordance with the provisions of Agreement
No. 1401-91, there are enclosed twenty-five (25) copies
of our completed Study Project Report.

This Report outlines the investigations and
findings of our review of marine SAR facilities on State
and Territorial waters, and our updated evaluation of
recreational boating safety revenues and expenditures.
With this submission, we have completed the obligations
incurred under the subject Agreement.

Sincerely,

Charles R. Fullwood, Jr.

Charles R. Fullwood, Jr.
President

Enclosures

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INTRODUCTION

This Study Project Report is based upon two surveys conducted by the National Association of State Boating Law Administrators (NASBLA) on behalf of the United States Coast Guard during fiscal 1975 (Grant Agreement No. 1401-91). The first of these, Recreational Boating Safety Revenues and Expenditures, is an updating of data NASBLA assembled for the Coast Guard as part of a Study Project conducted in fiscal 1974.^{1/} The second survey is an initial attempt at a National Inventory of Search and Rescue Facilities (SAR) on State and Territorial Waters.

As the national association of those who administer State and Territorial boating regulatory agencies, NASBLA has been in a unique position to assist the Coast Guard in evaluating the recreational boating safety effort. With the enactment of the Federal Boat Safety Act of 1971 (Public Law 92-75), on August 10, 1971, Congress began Federal assistance to State boating safety programs. It was to assess whether there has been significant progress towards meeting the goals of the Act^{2/} since the introduction of Federal assistance that the fiscal 1974 Study Project was conducted. Information was sought in the areas of

^{1/} Report on Study Project Comprising Three Surveys, Prepared, Distributed and Analyzed for the U.S. Coast Guard (Grant Agreement No. 1301-91) on behalf of the National Association of State Boating Law Administrators, American Surveys, June 1974.

^{2/} Section 2, Declaration of Policy and Purpose:

"It is hereby declared to be the policy of Congress and the purpose of this Act to improve boating safety and to foster greater development, use, and enjoyment of all the waters of the United States by encouraging and assisting

legal uniformity, boating law enforcement, safety education, and the financing of State boating activities.

No matter how effective a State's safety and enforcement programs, a SAR capability is finally necessary. How much of a capability, and what sort, has occasioned considerable discussion. Accidents will take place, and it is impossible to have an instant response. Conditions differ widely from State to State, and the Coast Guard resolved that a survey of the NASBLA membership would be the most effective means of evaluating needs and capabilities. This is the primary focus of the fiscal 1975 Study Project. The Coast Guard desired some further evaluation of safety and enforcement efforts. It was limited, however, to requesting financial data because of Coast Guard budgetary considerations and because of its desire to avoid placing excessive demands on State agency clerical and professional time.

As in fiscal 1974, NASBLA chose as its technical agent a Washington consulting firm, American Surveys. As subcontractor to the Association, the firm would prepare and conduct a Study

participation by the several States, the boating industry, and the boating public in development of more comprehensive boating safety programs; by authorizing the establishment of national construction and performance standards for boats and associated equipment; and by creating more flexible regulatory authority concerning the use of boats and equipment. It is further declared to be the policy of Congress to encourage greater and continuing uniformity of boating laws and regulations as among the several States and the Federal Government, a higher degree of reciprocity and comity among the several jurisdictions, and closer cooperation and assistance between the Federal Government and the several States in developing, administering, and enforcing Federal and State laws and regulations pertaining to boating safety."

Project consisting of two surveys in which it would gather and analyze information that could be provided by the membership of NASBLA.

The Federal Boat Safety Act was a response to the rapid expansion of recreational boating that began in the 1960's. As the introduction of NASBLA's first Study Project noted:

"From the late 1960's there was a rapid increase in the number of recreational boats. In 1969 there were an estimated 6,200,000. That figure has grown in 1973 to an estimated 8,200,000.

"While long-established boating programs could begin to cope with this massive expansion, those States in which recreational boating had been virtually insignificant were faced with increases in capital equipment and training costs that could not be met by existing boating revenue. Though recreational boating programs maintained a relatively low level of fatal accidents per year, it was resolved that it would not be wise to wait until the necessary revenues were internally generated. Moreover, the new mobility of the boating public made a set of national safety and enforcement standards essential. Increased uniformity was central to the Federal Act. A concern with local autonomy led to an effort to develop national standards that could be locally adapted and enforced."

METHODOLOGY

The REPORTING FORMS used in this study were designed by American Surveys, drawing upon extensive consultation with members of NASBLA and the Coast Guard. Information needs, and the clarity and simplicity necessary to produce the best possible response rate, were carefully balanced. In designing the REPORTING FORMS it was important to keep in mind one of the conclusions of the FY 74 Study Project:

"While extensive record-keeping by the larger States is essential if we are able to examine national guidelines, the smaller State programs might face clerical costs almost equal to enforcement and education costs for recreational boating safety if this were to be a criteria for national subsidies."

The first survey was distributed September 10, 1974. The second, on November 27 of that year. This timing was used with the expectation that most respondents, with the experience of the previous year to draw upon, would have a relatively simple task in responding to REPORTING FORM #1, Recreational Boating Safety Revenues and Expenditures. It was also expected that a first attempt at a National Inventory of Search and Rescue Facilities on State Waters would present considerable administrative difficulties to the NASBLA membership, and it was important to enable them to concentrate on doing what they could for this effort as early as possible.

REPORTING FORM #1, Recreational Boating Safety Revenues and Expenditures, is an update of financial data first requested in the 1974 Study Project. The tables and comparisons

of data in the present volume, where possible, include the 1969-1973 data of the earlier study. The experience of the previous year has had a useful impact. Though still limited in office staff, compared with field staff, the preparation of this information for 1973 made it easier to develop data of a similar nature for the following year. In many cases, the financial data for fiscal 1974 is so much more complete than the information assembled for previous years that it is the first year for which extensive evaluation is possible.

REPORTING FORMS #2A and #2B, National Inventory of Search and Rescue Facilities on State Waters, are part of an initial and demanding effort. Combined with a coordinated study of Federal impoundments being undertaken by the National Water Safety Congress, the resulting Study Project Report is a major contribution to the first National Inventory of Marine Search and Rescue Facilities. It should provide a starting point for the future planning of SAR facilities.

The first study of State SAR activites presented considerable design and administrative difficulties. It was known that in many States, the search and rescue function was highly localized on a county or city level, and there was little existing State information. There is also a problem with distinguishing between SAR equipment and enforcement equipment, as the same facilities are generally used for both functions. In a national survey, conducted on limited funds,

it would be impossible to conduct the field work that ~~would~~ would be necessary to a complete evaluation. Available funding would not allow for field work in more than half a dozen States. Needs differ so widely from State to State, that it was resolved that a national survey, with the resulting imprecision, would be more valuable than attempting to project nationally from comprehensive field work in several States.

It was decided that State and Territorial Administrators would return equipment estimates, rather than financial estimates, to avoid any possible ambiguity about the intended purpose of funds. Also, NASBLA and the Coast Guard project coordinator were to consult on equipment cost estimates from which NASBLA would then make projections.

To deal with the unique demands of this SAR study, it was necessary to create two research instruments, REPORTING FORM #2A, and REPORTING FORM #2B, the basic FORM redesigned for distribution to county (or local) SAR coordinators in the event necessary information was not available at the State agency level. REPORTING FORM #2B was to be duplicated, distributed, collected, and evaluated by the State agency, the completed evaluation and inventory to be returned to NASBLA on REPORTING FORM #2A. A suggested cover letter for distribution with the subsidiary FORM was provided by American Surveys and, to avoid any possible confusion, #2B was even printed on different color stock.

Given the difficulties and the fact that in many States the SAR function is divided, or perhaps even coordinated by an Office of Emergency Planning rather than the Boating Administrator who still plays a central role in marine SAR planning, the results of this effort have been impressive. State Boating Law Administrators and their associates gave generously of their time, and State SAR coordinators extended themselves whether or not under boating agency jurisdiction. There were some States and Territories without staff, resources or authority to produce the desired information. On the whole, they turned out to be fewer than NASBLA and the Boating Safety Office of the Coast Guard anticipated. There were 40 responses to FORM #1* and FORM #2A drew 42 responses, a high rate of return.

The REPORTING FORMS were designed and distributed to the 50 States, American Samoa, District of Columbia, Guam, Puerto Rico and the Virgin Islands. Thereafter, an extensive information effort, planned to generate the greatest possible response rate, was continued.

Elements of the proposed SAR forms were presented by the Executive Director of NASBLA at an Executive Board Meeting during the Annual Conference, November 11-14, 1974. Unanimous approval was granted and authorization provided to proceed with the mailing. NASBLA's Summary Report, the official newsletter, constantly urged the members to do their best to respond, while

*In addition to this total, it has not been possible to locate the submission of REPORTING FORM #1 from Rhode Island.

Members were encouraged to discuss any difficulties with the Washington office. In addition to the follow-up notes, there was a national telephone effort beginning March 21st by the Executive Director and his associates to encourage the largest possible response. When data received on REPORTING FORM'S #1 or #2A seemed ambiguous, the respondent was contacted and there generally could be some correction. The deadline for inclusion in the text of the Report was extended as late as feasible without affecting the contract deadline.

The returned material was analyzed and evaluated with great care. Particular attention was given to the evaluative comments of the Administrators, as even when they did not have complete data at their disposal, they were still in the best position for program evaluation. The resulting report, including cautious and reasoned projections, is based upon the most thorough compilation of supporting data yet produced.

By October 21st, there had been 25 responses, a reprint of the FORM' and an appropriate cover letter were distributed urging every possible effort upon those who had not yet responded. REPORTING FORM #2 was distributed November 27th. Members were informed of progress and urged to respond in mailings of December 20, 1974, January 22, and April 24, 1975. The mailing of January 22nd, included a letter to each State and Territorial Law Administrator, approved by the President and Executive Board, urging responses by March 31st. (The cover letter for FORM #2 had requested a response by January 15th.) The April 24th mailing noted that there had been 40 responses to each FORM'.

FY 74 REPORTING FORM #1

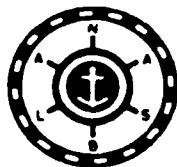
RECREATIONAL BOATING SAFETY REVENUES AND EXPENDITURES

This section is a presentation and analysis of the data acquired through the distribution of REPORTING FORM #1. It updates the information and analysis of the financial section of the NASBLA Study Project Report submitted in June 1974.

Following a reproduction of the Form, there is a general discussion based upon the financial information gathered through both Study Projects. The supporting tables and explanatory comments then precede a brief Summary and Conclusions.

NATIONAL ASSOCIATION OF
STATE BOATING LAW ADMINISTRATORS

EMBASSY SQUARE
2000 N STREET, N.W.
WASHINGTON, D.C. 20036



AREA CODE 202
872-8100

September 10, 1974

FY 74 REPORTING FORM #1

RECREATIONAL BOATING SAFETY REVENUES AND EXPENDITURES

As you are well aware, PL 92-75 has as one of its major functions assisting State boating programs in their drive towards successful self-financing. Since the financial data in NASBLA's STUDY PROJECT REPORT of June 1974 indicated considerable progress towards this goal, the Coast Guard has requested an up-dating of this information as one aspect of the current NASBLA STUDY PROJECT.

It is therefore requested that you complete the enclosed questionnaire in order that the information provided can be compiled and presented to the Coast Guard in conformance with our STUDY PROJECT agreement.

Name of State _____ Date: _____

Name of State Boating Law Administrator: _____

Name, title, and agency affiliation of person filling out this form: _____

*Please list actual expenditures.
If not available, give estimated data and so indicate by asterisk (*).*

FY 74
(7/1/73 thru
6/30/74)

- 1 What was the State's total budget for boating activities (not including capital improvements such as dikes, etc.) during the fiscal year (including Federal grants and State grants to local units of government)?
- 2 How much, if any, of the amount listed in Question 1 consisted of Federal grants? Please indicate the name of the grant, the Federal agency providing it, its purpose, and duration (one year, six months, etc.)

Name of Grant	Federal Agency	Purpose	Duration
---------------	----------------	---------	----------

3 Did the State fund local jurisdictions during the fiscal year? Yes No If yes, was the total amount of such funding included in Question 1 above?

4 What was the State's expenditure for boating law enforcement *only*, including any Federal grants for the fiscal year?

5 What was the State's expenditure for boating safety educational activities *only*, including any Federal grants for the fiscal year?

6 What was the total expenditure on boating activities by local jurisdictions for the fiscal year, including State grants?

a Of this amount, how much consisted of State grants?
b Of this amount, how much consisted of Federal grants?

7 What was the total expenditure by local jurisdictions for boating law enforcement *only*, including State and/or Federal grants for the fiscal year?

8 What was the total expenditure by local jurisdictions for boating safety educational activities *only*, including State and/or Federal grants for the fiscal year?

9 What was the total revenue derived by the State from the boating public during the fiscal year?

10 Please indicate below if you have any comments you might care to make on possible improvements in law enforcement and/or boating safety education

• • •

FY 74 REPORTING FORM #1

RECREATIONAL BOATING SAFETY REVENUES AND EXPENDITURES

In the NASBLA Study Project Report that was submitted in June 1974, the rationale of the Federal assistance program was set forth early in the Revenues and Expenditures portion:

"While self-financed over the long-run on the national scale, the rapid growth of boating has presented States and Territories without established programs with operational and training costs beyond currently designated jurisdictional revenues."

This was still the case in FY 74, with about half of the respondents indicating expenditures greater than revenues. However, on the national scale, the rise in fuel taxes associated with increased fuel prices seems to have had a dramatic impact. Projected national revenue estimates exceed projected national budget estimates by 6.5 million dollars. Doubtless, this is a temporary phenomenon. Enforcement, SAP, and education costs will continue to be under inflationary pressure, while fuel tax revenues cannot continue dramatically upwards without either encouraging a shift to sail or to very small powered vessels. This does not mean recreational boating will not continue to be self-financing, it just means that there are limits to the degree to which States and Territories with

larger resident boater populations can expect to be able to view maritime fuel taxes as a source of general revenues.

As the data in the following tables suggest, on a national scale boating safety is largely financed through boating taxation. However, about 20 jurisdictions have, during the brief life of PL 92-75, received from the Coast Guard about 30% of monies they have expended.

As was noted in the 1974 Study:

"In these facts there is no paradox. There are certain minimal costs to any program. One cannot purchase a fraction of a patrol craft, and one must have certain minimal personnel to service any State. The States and Territories with large resident boater populations enjoy economics of scale, while others are necessarily starved of boating-generated revenues.

"This is unlikely to change. The States and Territories with smaller programs that must enter into cooperative arrangements with neighboring jurisdictions, benefit from some sort of Federal assistance or revenue sharing programs, steeply (and unfairly) raise costs for the resident boater, or subsidize boating through general revenues."

By taking the revenue-sharing approach to the allocation of funds, PL 92-75 recognized the relatively high start-up costs of a boating safety program.^{1/} This realization has been of considerable assistance to the

1/

ALLOCATION OF FEDERAL FUNDS

SEC. 27. (a) The Secretary shall allocate the amounts appropriated to the several States as soon as practicable after July 1 of each fiscal year for which the funds are appropriated.

(b) In order to encourage and assist the States in the development of boating safety programs during the first three fiscal years for which funds are available under this Act, the funds shall be allocated among applying States having a boating safety program, or which indicate

States and Territories with relatively small resident boating populations, or relatively large non-resident boating populations, not as fully taxed as resident boaters. They have found, and continue to find, that the financing of boating safety activities is difficult.

Many State budgets put recreational boating together with general recreation and conservation activities, sometimes making figures difficult to generate. FY 74 data is somewhat better than data for earlier years, but the basic problem

to the Secretary their intention to establish boating safety programs in accordance with section 25 of this Act. One-half of the funds shall be allocated equally among the applying States. The other half shall be allocated to each applying State in the same ratio as the number of vessels propelled by machinery numbered in that State bears to the number of such vessels numbered in all applying States.

(c) In fiscal years after the third fiscal year for which funds are available under this Act the moneys appropriated shall be allocated among applying States. Of the total available funds one-third shall be allocated each year equally among applying States. One-third shall be allocated so that the amount each year to each applying eligible State will be in the same ratio as the number of vessels numbered in that State, under a numbering system approved under this Act, bears to the number of such vessels numbered in all applying eligible States. The remaining one-third shall be allocated so that the amount each year to each applying eligible State shall be in the same ratio as the State funds expended or obligated for the State boating safety program during the previous fiscal year by a State bears to the total State funds expended or obligated for that fiscal year by all the applying eligible States.

(d) The Secretary may allocate not more than 5 per centum of funds appropriated in any fiscal year for national boating safety activities of one or more national nonprofit-public service organizations.

ALLOCATION LIMITATIONS; UNOBLIGATED OR UNALLOCATED FUNDS

Sec. 28. (a) Notwithstanding the allocation ratios prescribed in section 27 of this Act, the Federal share of the total annual cost of a State's boating safety program may not exceed 75 per centum in fiscal year 1972, 66 $\frac{2}{3}$ per centum in fiscal year 1973, 50 per centum in fiscal year 1974, 40 per centum in fiscal year 1975, and 33 $\frac{1}{3}$ per centum in fiscal year 1976. No State may receive more than 5 per centum of the Federal funds appropriated or available for allocation in any fiscal year.

(b) Amounts allocated to a State shall be available for obligation by that State for a period of three years following the date of allocation. Funds unobligated by the State at the expiration of the three-year period shall be withdrawn by the Secretary and shall be available with other funds to be allocated by the Secretary during that fiscal year.

(c) Funds available to the Secretary which have not been allocated at the end of a fiscal year shall be carried forward as part of the total allocation funds for the next fiscal year for which appropriations are authorized by this Act.

remains: the cost of improved record-keeping versus the possible gains.

The States in which boating is handled on a basically local level frequently do not receive detailed information from the localities. Records often do not indicate the marine components of fuel taxes or where such monies go.

Existing information, as was the case in the 1974 Study, has not made it possible to significantly segregate enforcement and safety education expenditures. While the available data on these two areas is less than complete, it is enough to indicate patterns of growth.

Immediately following this discussion there is a Summary Table and Graph highlighting overall financial trends. The subsidiary tables and brief explanatory comments follow. The Boating Administrators' general comments (Question 10) are followed by a brief conclusion.

EXPENDITURES

	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>
State Estimated Budgets	\$ 7,117,000	10,523,000	15,578,000	18,312,000	20,567,000	24,564,271
Jurisdictions	24	27	28	34	33	40
Local Estimated Budgets ¹	3,500,000	3,700,000	3,630,000	8,650,000	8,680,000	11,402,583
Jurisdictions	2	3	3	4	4	8
Projected Totals	26,000,000	28,000,000	34,000,000	36,000,000	39,000,000	45,000,000

REVENUES

	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>
Estimated Revenues ²	17,855,000	18,664,000	26,762,000	31,755,000	31,129,000	49,495,413
Jurisdictions	24	24	26	26	27	37
Projected Totals	20,000,000	21,000,000	30,600,000	36,000,000	36,000,000	51,500,000

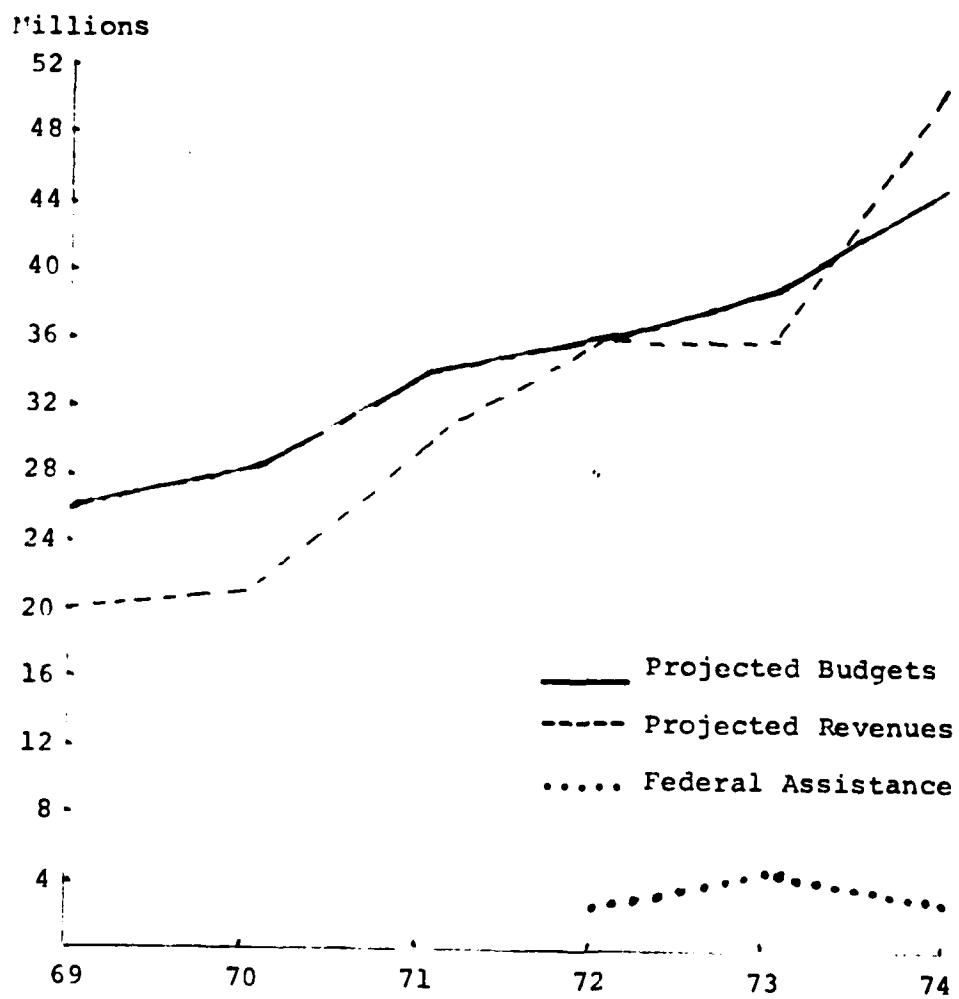
FEDERAL ASSISTANCE

	<u>1972</u>	<u>1973</u>	<u>1974</u>
Totals	2,969,000	4,323,000	3,419,310
Jurisdictions	50	49	53

NOTE: The little data on local expenditures for 1969-1973 suggests an overall figure of at least \$14,000,000 per year. Using this as a constant and projecting from the State data, a very crude total estimate is possible. It should be noted, however, that many 1973 figures are probably partial. Also, many States issue three year licenses and earnings from this source fluctuate from year to year. 1974 data suggests expenditures of at least \$17,000,000.

1. 1974 data includes California estimate of \$6,250,000 for safety and education only.
2. 1974 figures are distorted by short-run impact of fuel taxes.

REVENUES AND EXPENDITURES



1. TOTAL STATE BOATING BUDGET

The upward trend in boating safety expenditures continued in FY 74. Table 1 compares 1973 and 1974. For those who might be interested in earlier years, a reproduction of Table 5a follows from the Study Project Report printed in June 1974.

Allowing for the present rate of inflation, with any increase at all in the boating public, it is difficult to see how the same level of service can be provided without a budget that continues its present rate of increase.

1. FY 73 AND 74 TOTAL STATE BOATING BUDGETS

<u>STATE</u>	<u>FY 73</u>	<u>FY 74</u>
ALABAMA	\$ 1,355,934	\$ 1,187,756
ARIZONA	325,600	-
ARKANSAS	161,200	-
CALIFORNIA ¹	973,972	1,176,484
COLORADO	142,945	144,907
CONNECTICUT	-	414,470
DELAWARE	147,370	166,681
FLORIDA	-	1,091,333
GUAM	-	65,254
HAWAII	433,224	658,692
ILLINOIS	1,282,500	635,950
INDIANA	598,164	596,313
IOWA	525,000	-
KANSAS	121,293	129,571
KENTUCKY	382,997	434,379
LOUISIANA	-	723,913
MAINE	-	205,602
MARYLAND	1,237,456	995,796
MASSACHUSETTS ²	812,403	697,878
MICHIGAN ³	1,529,208	1,611,015
MISSISSIPPI	-	305,988
MISSOURI	488,079	625,761
MONTANA	70,000	90,000
NEBRASKA	120,929	131,325
NEVADA	170,986	241,000
NEW HAMPSHIRE	273,138	-
NEW JERSEY	-	1,066,710
NEW MEXICO	-	87,678
NEW YORK	900,000	1,000,000
NORTH CAROLINA	802,688	-
NORTH DAKOTA	81,475	41,926
OHIO	377,377	925,501
OKLAHOMA	499,000	448,415
OREGON	564,037	620,285
PENNSYLVANIA	1,378,421	1,426,507
SOUTH CAROLINA	277,517	319,324
SOUTH DAKOTA	70,000	-
TENNESSEE	-	420,653
TEXAS	3,461,045	4,045,279
VERMONT	-	89,073
VIRGINIA	275,000	339,200
VIRGIN ISLANDS	-	40,000
WASHINGTON	77,807	159,027
WEST VIRGINIA	-	125,451
WISCONSIN	650,000	1,020,796
WYOMING	-	58,377
TOTAL	\$20,567,000	\$24,564,271

NOTE: Does not include capital improvements such as dikes, etc., but does include Federal and State grants to local units of government.

1. 1974 figure for boating safety and enforcement only.
2. Includes recreational vehicle fund in 1973 figure.
3. In 1973 \$203,949 (county expenditures).

OVERALL BUDGET FOR BOATING ACTIVITIES FOR FISCAL OR CALENDAR YEARS

(IN DOLLARS)

State	1969	1970	1971	1972	1973
ALABAMA	500,000	587,843	1,310,636	1,313,874	1,355,934
ARIZONA	*152,600	*149,900	*172,400	*260,400	*325,600
ARKANSAS	102,000	116,000	123,350	131,850	161,200
CALIFORNIA (FY)	226,578	250,814	373,119	555,988	973,972
COLORADO (FY)	*32,000	*34,000	*36,000	*97,536	*142,945
DELAWARE (FY)	*75,000	*75,000	*75,000	*75,000	*147,370
HAWAII (FY)	309,785	351,164	462,701	449,543	433,224
ILLINOIS	745,366 ¹	464,345	1,409,100	1,528,300	1,282,500
INDIANA (FY)	440,142	400,326	413,372	484,015	598,164
IOWA (FY)	NA	218,340	274,130	355,680	525,000
KANSAS (FY)	68,583	95,782	100,627	130,221	121,293
KENTUCKY (FY)	NA	NA	NA	439,880	382,997
MAINE (FY)	105,753	105,190	97,908	143,214	NA
MARYLAND	NA	NA	1,120,304	1,190,388	1,237,456
MASSACHUSETTS (FY)	509,915	539,951	555,796	704,676	812,403 ²
MICHIGAN (FY)	1,144,083	1,119,971	1,380,643	1,525,723	1,529,208
MISSOURI	362,241	359,889	424,633	475,257	488,079
MONTANA	0	0	0	70,000	70,000
NEBRASKA (FY)	61,339	67,331	66,180	76,871	120,929
NEVADA	68,853	46,950	86,612	93,236	170,986
NEW HAMPSHIRE	183,056	202,743	204,099	216,726	273,138
NEW YORK	800,000	825,000	875,000	900,000	900,000
NORTH CAROLINA (FY)	334,642	478,066	514,555	639,081	802,688
NORTH DAKOTA (FY)	NR	NR	NR	23,500	81,475
OHIO (FY)	184,975	185,570	195,357	224,359	377,377
OKLAHOMA	NR	NR	400,000	504,635	499,000
OREGON (FY)	NA	NA	NA	391,463	564,037
PENNSYLVANIA	574,071	978,796	1,848,400	1,426,506	1,378,421
SOUTH CAROLINA (FY)	156,157	152,925	185,943	248,570	277,517
SOUTH DAKOTA	NR	NR	NR	42,000	70,000
TEXAS	1,325,000	2,000,000	2,000,000	2,606,451	3,461,045
VIRGINIA (FY)	78,760	117,305	192,240	244,016	275,000
WASHINGTON (FY)	0	0	0	55,270	77,807
WISCONSIN (FY)	550,000	600,000	650,000	700,000	650,000
TOTAL	8,717,000	10,523,000	15,578,000	18,312,000	20,567,000

* - Estimated.

1 - Figure is biennial for 1968-1969.

2 - Includes recreational vehicle fund.

NA - Not applicable.

NR - No response.

2. FEDERAL GRANTS TO THE STATES

On the following page is reproduced Coast Guard data on PL 92-75 grants for FY 72-74. Each year these funds have been a smaller share of the financial resources the States have applied to boating programs. The one-half of the grant money that has been distributed equally, irrespective of boating population, has been particularly important. It is this proportion of the funds that has enabled the States and Territories with previously undeveloped programs to more effectively meet the needs of the boating public.

REPORTING FORM #1 requested a listing of Federal grants. This was to assure that all funds were considered in making overall budget estimates.

Reprint of U.S. Coast
Guard document dated
May 11, 1975

UNITED STATES COAST GUARD
FEDERAL BOAT SAFETY ACT OF 1971 (P.L. 92-75)
FEDERAL FINANCIAL ASSISTANCE TO THE STATES, FY 1972-1974
TOTAL APPROPRIATIONS \$11,000,000

<u>STATE</u>	<u>FY 1972</u>	<u>FY 1973</u>	<u>FY 1974</u>	<u>TOTAL</u>
ALABAMA	\$ 63,839	\$ 91,249	\$ 73,430	\$ 228,518
ALASKA	32,177	<u>1/</u>		32,177 <u>1/</u>
ARIZONA	39,731	55,169	46,055	140,955
ARKANSAS	42,867	63,061	52,610	158,538
CALIFORNIA	143,059	195,258	152,732	491,049
COLORADO	35,697	51,636	41,923	129,256
CONNECTICUT	46,745	62,211	49,609	158,565
DELAWARE	33,256	46,685	38,392	118,333
DIST. OF COL.	28,887	40,328	33,481	102,696
FLORIDA	96,993	133,171	109,154	339,318
GEORGIA	57,537	81,483	67,522	206,542
GUAM	27,955	39,168	32,627	99,750
HAWAII	30,060	41,885	34,879	106,824
IDAHO	37,303	50,714	41,650	129,667
ILLINOIS	78,727	105,572	87,784	272,083
INDIANA	70,643	98,160	76,805	245,608
IOWA	52,681	77,406	61,617	191,704
KANSAS	43,073	62,502	50,923	156,498
KENTUCKY	58,616	81,112	57,680	197,408
LOUISIANA	60,462	86,504	69,156	216,122
MAINE	40,479	56,710	45,912	143,101
MARYLAND	47,241	65,573	53,575	166,389
MASSACHUSETTS	72,375	106,128	66,951	245,454
MICHIGAN	150,000	219,383	180,245	549,628
MINNESOTA	110,033	165,609	131,000	406,642
MISSISSIPPI	37,015	52,796	44,852	134,663
MISSOURI	56,188	93,203	68,841	218,232
MONTANA	32,014	45,066	36,941	114,021
NEBRASKA	35,954	50,448	41,199	127,601
NEVADA	32,530	45,355	37,592	115,477
NEW HAMPSHIRE	37,338	58,680	46,410	142,428
NEW JERSEY	60,371	80,610	64,710	205,691
NEW MEXICO	33,781	47,914	39,764	121,459
NEW YORK	143,359	197,481	152,732	493,572
NORTH CAROLINA	52,141	72,568	60,617	185,326
NORTH DAKOTA	31,184	42,792	36,311	110,287
OHIO	71,578	98,919	77,491	247,988
OKLAHOMA	59,156	86,618	66,855	212,629
OREGON	54,839	73,842	59,385	188,066

Reprint of U.S. Coast
Guard document dated
May 11, 1975

UNITED STATES COAST GUARD
FEDERAL BOAT SAFETY ACT OF 1971 (P.L. 92-75)
FEDERAL FINANCIAL ASSISTANCE TO THE STATES, FY 1972-1974 (Cont'd.)
TOTAL APPROPRIATIONS \$11,000,000

<u>STATE</u>	<u>FY 1972</u>	<u>FY 1973</u>	<u>FY 1974</u>	<u>TOTAL</u>
PENNSYLVANIA	\$ 59,493	\$ 84,944	\$ 68,742	\$ 213,179
PUERTO RICO	30,154	42,274	35,117	107,545
RHODE ISLAND	32,448	45,165	37,152	114,765
SOUTH CAROLINA	49,577	71,307	68,073	188,957
SOUTH DAKOTA	31,907	45,831	38,557	116,295
TENNESSEE	65,730	93,713	81,583	241,026
TEXAS	112,318	177,167	154,182	443,667
UTAH	35,068	49,742	41,245	126,055
VERMONT	33,919	47,387	38,838	120,144
VIRGIN ISLANDS	28,400	40,603	34,103	103,106
VIRGINIA	48,641	67,410	63,451	179,502
WASHINGTON	55,270	76,516	65,297	197,083
WEST VIRGINIA	31,584	44,109	36,691	112,384
WISCONSIN	117,773	154,643	131,987	404,403
WYOMING	<u>29,833</u>	<u>42,172</u>	<u>34,880</u>	<u>106,885</u>
Total to States	\$3,000,000	\$4,205,952	\$3,419,310	\$10,625,262
Nonprofit Organizations	<u> </u>	<u>220,545</u>	<u>175,500 2/</u>	<u>396,045 2/</u>
Allocated	\$3,000,000	\$4,426,497	\$3,594,810	\$11,021,307
Unallocated	<u> </u>	<u>73,503</u>	<u>10,089</u>	<u>10,089</u>
Total	\$3,000,000	\$4,500,000	\$3,604,895 3/	\$11,031,396

1/ Alaska refunded \$31,396 of FY 1972 allocation.

2/ Includes \$30,000 withdrawn from allocation in FY 1975.

3/ Includes \$31,396 Alaska refund and \$73,503 FY 1973 unallocated.

3. FY 74 STATE FUNDING OF LOCAL JURISDICTIONS

As in previous years, State funding does not seem to be a major element in local expenditures. The following table indicates that 32 States and Territories do not subsidize local boating safety activities, while eight provide some support. It was deemed advisable to ask this question in order to assure that this type of funding would be considered in developing overall estimates.

It is probable that at least in some additional States and Territories, monies returned to local government for general law enforcement purposes are partially applied to boating. However, State records on this point do not seem too likely, and it must remain conjectural.

3. FY 74 STATE FUNDING OF LOCAL JURISDICTIONS

<u>STATE</u>	<u>YES</u>	<u>NO</u>	<u>If Yes, Amount (In Dollars) Included In Total State Budget For Boating Activities</u>
ALABAMA		x	Amount included in question #1
CALIFORNIA	x		
COLORADO		x	
CONNECTICUT	x		Federal funds passed on to municipalities \$ 100,730
DELAWARE		x	
FLORIDA		x	
GUAM	x		
HAWAII		x	
ILLINOIS		x	
INDIANA		x	
KANSAS		x	
KENTUCKY		x	
LOUISIANA		x	
MAINE		x	
MARYLAND		x	
MASSACHUSETTS		x	
MICHIGAN	x		\$ 607,898
MISSISSIPPI		x	
MISSOURI		x	
MONTANA		x	
NEBRASKA		x	
NEVADA		x	
NEW JERSEY		x	
NEW MEXICO		x	
NEW YORK	x		\$ 300,000
NORTH DAKOTA		x	
OHIO	x		\$ 153,632
OKLAHOMA		x	
OREGON	x		\$ 427,322
PENNSYLVANIA		x	
SOUTH CAROLINA		x	
TENNESSEE		x	
TEXAS		x	
VERMONT		x	
VIRGINIA		x	
VIRGIN ISLANDS		x	
WASHINGTON		x	
WEST VIRGINIA		x	
WISCONSIN	x		\$ 200,000
WYOMING		x	
TOTAL	8	32	\$1,854,836

4. FY 74 STATE EXPENDITURES FOR BOATING LAW ENFORCEMENT

FY 74 data is the most complete yet received on State and Territorial boating law enforcement expenditures. It is necessarily quite inexact. Enforcement, search and rescue, and safety education manpower and equipment are generally at least dual functions. The information provided by the Boating Law Administrators continues to suggest that they are spending perhaps four dollars on enforcement for each dollar spent on safety education.

4. FY 74 STATE EXPENDITURE FOR BOATING LAW ENFORCEMENT

<u>STATE</u>	<u>AMOUNT</u>
ALABAMA	\$ 825,000
CALIFORNIA ¹	830,258
COLORADO	43,672
CONNECTICUT ²	160,008
DELAWARE	No Breakdown
FLORIDA	985,333
GUAM	21,279
HAWAII	29,205
ILLINOIS	190,539
INDIANA	560,000*
KANSAS	60,000*
KENTUCKY	396,103
LOUISIANA	606,891
MAINE ³	90,000
MARYLAND	964,794
MASSACHUSETTS	523,408
MICHIGAN	404,296
MISSISSIPPI	230,102
MISSOURI	469,321
MONTANA	82,236*
NEBRASKA	55,759
NEVADA	190,959
NEW JERSEY	697,162*
NEW MEXICO	30,082
NEW YORK	3,000,000*
NORTH DAKOTA	34,667
OHIO	322,392
OKLAHOMA	269,049
OREGON	427,322
PENNSYLVANIA	354,465*
SOUTH CAROLINA	69,709
TENNESSEE	178,356
TEXAS	2,349,633
VERMONT	42,840
VIRGINIA	97,700*
VIRGIN ISLANDS	35,000
WEST VIRGINIA	90,000
WISCONSIN	361,987
WYOMING	48,000
TOTAL	\$16,127,532*

* - Estimate Data.

NOTE: Includes Federal grants.

1. Tables 4 and 5 are combined. Does not include State Park budget for boating safety and enforcement of \$217,912.
2. No Federal funds.
3. Plus time and funds of regular appropriations of Fish, Game and Marine Resources.

5. FY 74 STATE FUNDING FOR BOATING SAFETY EDUCATION

As with enforcement expenditures, FY 74 data on funding for boating safety education is the most complete compilation to date. The experience of the previous year in assembling the available information made it an easier task to develop a more detailed breakdown on expenditures for FY 74.

As already noted, a precise functional breakdown of boating safety personnel and equipment is made difficult by the dual and/or multiple functions which they generally serve.

5. FY 74 STATE FUNDING FOR BOAT SAFETY EDUCATION

<u>STATE</u>	<u>AMOUNT</u>
ALABAMA	\$ 105,000
CALIFORNIA ¹	
COLORADO	31,918
CONNECTICUT ²	40,786*
DELAWARE	No Breakdown
FLORIDA	251,779
HAWAII	892
ILLINOIS	64,432
INDIANA	35,000
KANSAS	20,000*
KENTUCKY	38,277
LOUISIANA	117,021
MAINE ³	10,000
MARYLAND	31,002
MASSACHUSETTS	174,470
MICHIGAN	48,702
MISSISSIPPI	26,000
MISSOURI	156,440
MONTANA	2,000
NEBRASKA	29,673
NEVADA	3,000
NEW JERSEY	56,000*
NEW MEXICO	2,666
NEW YORK	75,000
NORTH DAKOTA ⁴	5,888
OHIO	168,760
OKLAHOMA	179,366
OREGON	13,340
PENNSYLVANIA	168,235*
SOUTH CAROLINA	7,322
TENNESSEE	7,557
TEXAS	123,489
VERMONT	16,960
VIRGINIA	17,500*
VIRGIN ISLANDS	5,000
WASHINGTON	30,000*
WEST VIRGINIA	10,000
WISCONSIN	658,809
WYOMING	10,000
TOTAL	\$2,741,288*

* - Estimated Data.

NOTE: Includes Federal grants.

1. See Table 4.
2. Estimated amount uncertain/No Federal funds.
3. Approximate - to change licensing program.
4. \$2,260 State - \$3,628 Federal.

E. FY 74 TOTAL BOATING EXPENDITURES
FOR LOCAL JURISDICTIONS

The partial data available suggest that local boating safety expenditures exceeded \$17,000,000 for FY 74. A major factor in this total is California, though it is not included in this table (see Table 7) because available data was for safety and enforcement expenditures alone.

As in this volume's earlier tables attempting to detail boating expenditures, FY 74 data is the most complete to date. Local jurisdictions generally maintain considerable autonomy, and central record-keeping is not extensive.

6. FY 74 TOTAL BOATING EXPENDITURES FOR LOCAL JURISDICTIONS

<u>STATE</u>	<u>AMOUNT</u>	<u>STATE GRANTS TO LOCAL JURISDICTION</u>	<u>FEDERAL GRANTS TO LOCAL JURISDICTION</u>
ALABAMA	None	None	None
CALIFORNIA ¹	Unknown	-	-
COLORADO	-	-	-
CONNECTICUT	\$ 140,000*	-	\$ 100,730
DELAWARE	Unknown	-	-
FLORIDA	Unknown	-	-
GUAM	\$ 21,272	18,523	2,756
HAWAII	Unknown	None	None
ILLINOIS	-	-	-
INDIANA	NA	NA	NA
KANSAS	Unknown	-	-
KENTUCKY	Unknown	Unknown	Unknown
LOUISIANA	Unknown	-	-
MAINE	-	-	-
MARYLAND	None	None	None
MASSACHUSETTS	Unknown	-	-
MICHIGAN	\$ 911,847	\$ 607,898	-
MISSISSIPPI	No Answer	"	-
MISSOURI	Given	-	-
MONTANA	None	NA	NA
NEBRASKA	Not Known	Not Known	Not Known
NEVADA	Unknown	-	-
NEW JERSEY	Unknown	-	-
NEW MEXICO	None	-	-
NEW YORK	\$2,800,000	\$ 300,000	-
NORTH DAKOTA	None	None	None
OHIO	\$ 541,129	\$ 153,632	-
OKLAHOMA	-	-	-
OREGON	\$ 427,322	\$ 368,937	\$ 58,385
PENNSYLVANIA	-	-	-
TENNESSEE	NA	NA	NA
TEXAS	Local Expend- itures not monitored	NA	NA
VERMONT	Unknown	None	None
VIRGINIA	Cannot be determined	-	Unknown
VIRGIN ISLANDS	NA	NA	NA
WASHINGTON	NA	Unknown	Unknown
WEST VIRGINIA	NA	-	-
WISCONSIN	\$ 311,003	\$ 200,000	-
WYOMING	Unknown	-	-
TOTAL	\$5,152,583	\$1,351,990	\$ 161,881

* - Estimated Data.
NA - Not Available.

NOTE: Includes State and/or Federal grants.

1. See Table 7.

Z. FY 74 TOTAL LOCAL JURISDICTION EXPENDITURES
FOR LAW ENFORCEMENT

Boating law enforcement continues to be a major local jurisdiction responsibility. The partial data on local expenditures in this area was a figure only 5 million less (11 million as opposed to 16 million) than the partial State and Territorial expenditures in this category. As in the larger units of government, a more thorough accounting would be difficult.

Z. FY 74 TOTAL LOCAL JURISDICTION EXPENDITURES

FOR LAW ENFORCEMENT

<u>STATE</u>	<u>AMOUNT</u>
ALABAMA	None
CALIFORNIA ¹	\$ 6,250,000
COLORADO	9,000
CONNECTICUT	100,730*
DELAWARE	Unknown
FLORIDA	Unknown
GUAM	21,279
HAWAII	Unknown
ILLINOIS	-0-
INDIANA	NA
KANSAS	Unknown
KENTUCKY	Unknown
LOUISIANA	Unknown
MAINE	-0-
MARYLAND	None
MASSACHUSETTS	Unknown
MICHIGAN	820,662*
MISSISSIPPI	No Answer Given
MISSOURI	None
MONTANA	Unknown
NEBRASKA	Not Known
NEVADA	Unknown
NEW JERSEY	Unknown
NEW MEXICO	None
NEW YORK	2,700,000
NORTH DAKOTA	Unknown
OHIO	541,129
OKLAHOMA	State Enforcement Only
OREGON	427,322*
PENNSYLVANIA	-0-
SOUTH CAROLINA	--
TENNESSEE	178,256
TEXAS	Unknown
VERMONT	Unknown
VIIRGINIA	Unknown (Cannot be Determined)
VIRGIN ISLANDS	NA
WASHINGTON	Unknown
WEST VIRGINIA	NA
WISCONSIN	311,003
WYOMING	Unknown
 TOTAL	 \$11,359,482*

* - Estimated Data.

NA - Not Available.

NOTES: -Includes State and/or Federal grants.

-Comments are quoted from the individual State REPORTING FORM #1.

1. California cannot break down response for questions 7 and 8 of REPORTING FORM #1, so refers to both.

2. FY 74 TOTAL LOCAL JURISDICTION EXPENDITURES

FOR "SAFETY" EDUCATION

As a result of considerable local independence of State and Territorial influence on line budget items, as well as the previously indicated difficulty of detailed budget breakdown on dual and/or multiple purpose use of personnel and equipment, it was not possible to assemble much information on this question. However, to successfully evaluate efforts at State - Federal cooperation, it is important to realize what kind of information is likely to be available. To ask the question was an additional means of being sure that all possible data was taken into consideration.

8. FY 74 TOTAL LOCAL JURISDICTION EXPENDITURES
FOR BOATING SAFETY EDUCATION

<u>STATE</u>	<u>AMOUNT</u>
ALABAMA ¹	Unknown
CALIFORNIA	No Breakdown; See Question 7
COLORADO	\$ 1,500
CONNECTICUT	Amount Uncertain
DELAWARE	Unknown
FLORIDA	Unknown
GUAM	No Answer Given
HAWAII	Unknown
ILLINOIS	-0-
INDIANA	NA
KANSAS	Unknown
KENTUCKY	Unknown
LOUISIANA	Unknown
MAINE	-0-
MARYLAND	None
MASSACHUSETTS	No Answer Given
MICHIGAN	91,185*
MISSISSIPPI	No Answer Given
MISSOURI	None
MONTANA	Unknown
NEBRASKA	Not Known
NEVADA	Unknown
NEW JERSEY	Unknown
NEW MEXICO	None
NEW YORK	40,000
NORTH DAKOTA	Unknown
OHIO	-0-
OKLAHOMA	Unknown
OREGON	No Breakdown; See Question 7
PENNSYLVANIA	-0-
SOUTH CAROLINA	--
TENNESSEE	NA
TEXAS	Unknown
VERMONT	Unknown
VIRGINIA	Unknown (Cannot Be Determined)
VIRGIN ISLANDS	NA
WASHINGTON	Unknown
WEST VIRGINIA	NA
WISCONSIN	-0-
WYOMING	Unknown
 TOTAL	 \$132,685*

* - Estimated Data.
 NA - Not Available.

NOTES: -Includes State and/or Federal grants.
 -Comments are quoted from the individual State REPORTING FORM #1.

¹U.S. Power Squadrons, U.S. Coast Guard Auxiliary Units in the State expended some money, amount unknown.

II. REVENUES DERIVED BY THE STATES AND TERRITORIES
FROM THE BOATING PUBLIC

It is in revenues derived by States and Territories from the boating public that FY 74 saw the most dramatic change. Table 9, comparing FY 73 and FY 74, highlights this change. However, available information suggests that this is apt to be a one year phenomenon caused by the impact of rising fuel prices and the resulting taxes.

If fuel prices should continue to rise, the result would be increased use of sail, reduced boat use, and/or turning to more economical powered boats. It is likely that by FY 75 revenues and expenditures will be back to their usual relative balance. As in previous years the problems of States and Territories with smaller recreational boating populations remain. Without Federal or regional revenue sharing, they cannot cover basic costs out of boating revenues.

Following Table 9 is Table 6e of the Study Project submitted in June 1974. In this table is FY 69-73 data, which is indicative of a more typical growth pattern.

9. FY 73 AND 74 REVENUE DERIVED BY THE STATE
FROM THE BOATING PUBLIC

<u>STATE</u>	<u>FY 73</u>	<u>FY 74</u>
ALABAMA	\$ 1,279,934	\$ 1,124,206
ARIZONA	864,640	-
ARKANSAS	81,200	-
CALIFORNIA ¹	5,000,000	7,573,000
COLORADO	114,466	142,756
CONNECTICUT ²	-	442,620
DELAWARE	68,999	67,000
FLORIDA	-	2,951,222
GUAM	-	9,030
HAWAII	596,305	683,362
ILLINOIS	477,434	2,533,000
INDIANA	410,000	408,100
IOWA	250,000	-
KANSAS	75,641	96,782
KENTUCKY ³	75,641	-
LOUISIANA	-	251,522
MAINE	111,354	283,771
MARYLAND	494,749	4,148,414
MASSACHUSETTS	431,784	702,769
MICHIGAN	6,000,000	339,579
MISSISSIPPI	-	86,317
MISSOURI	-	284,500
MONTANA	18,000	19,000
NEBRASKA	179,060	201,045
NEVADA ⁴	-	172,780
NEW JERSEY	-	Unknown
NEW MEXICO ⁵	-	52,650
NEW YORK	600,000	15,000,000
NORTH CAROLINA	655,458	-
NORTH DAKOTA	-	3,627
OHIO	3,199,469	3,041,843
OKLAHOMA	-	8,000,000
OREGON	-	1,036,344
PENNSYLVANIA	1,700,000	1,524,439
SOUTH CAROLINA	407,526	283,502
SOUTH DAKOTA	100,000	-
TENNESSEE	-	351,378
TEXAS	3,595,501	3,825,705
VERMONT	-	96,832
VIRGINIA	-	361,368
VIRGIN ISLANDS	-	11,862
WASHINGTON	365,000	-
WEST VIRGINIA	-	47,961
WISCONSIN	52,133	522,127
WYOMING	-	<u>15,000</u>
TOTAL	\$31,128,653	\$49,495,413

NOTES: -1974 figures distorted by surge in fuel prices and taxes.
-Many State revenue figures are necessarily estimates.

1. 1973 figure based upon data for 30 of 80 jurisdictions.
2. License fees only.
3. Registration fees go into general State revenue.
4. Boating registration, titles, marine fuel tax refund.
5. 1973 estimated license fees only. 1974 figure allows for total boating revenues.

TOTAL STATE REVENUES FROM THE BOATING PUBLIC
(IN DOLLARS)

<u>State</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>
ALABAMA	500,000	587,843	1,246,797	1,224,874	1,279,934
ARIZONA	419,305	473,308	526,244	781,067	864,640
ARKANSAS	42,000	46,550	53,350	71,850	81,200
CALIFORNIA ¹	NA	NA	5,000,000	5,000,000	5,000,000
COLORADO	82,539	89,738	96,761	108,279	114,466
DELAWARE	40,269	51,159	57,628	64,501	68,999
HAWAII	437,536	459,665	572,406	575,652	596,305
ILLINOIS	357,289	398,815	401,128	460,997	477,434
INDIANA	278,994	393,492	406,608	401,470	*410,000
IOWA	175,430	183,608	208,952	231,074	250,000
KANSAS	75,095	77,323	105,126	81,714	75,641
KENTUCKY	NA	NA	NA	NA	NA
MAINE	103,467	98,157	90,618	106,795	111,354
MARYLAND	2,694,364	2,917,674	3,245,854	3,719,690	4,494,749
MASSACHUSETTS	271,857	253,566	284,453	349,399	431,784
MICHIGAN	6,082,131	4,883,168	5,100,724	7,792,893	*6,000,000
MONTANA	NR	NR	14,354	16,361	18,000
NEBRASKA ²	137,281	144,779	152,812	170,972	179,060
NEVADA	82,239	83,699	141,179	141,421	NA
NEW YORK ³	600,000	600,000	600,000	600,000	600,000
NORTH CAROLINA	390,782	447,876	516,355	578,784	655,458
OHIO	2,463,400	2,449,573	3,043,628	2,751,916	3,199,469
PENNSYLVANIA	558,567	863,199	1,605,834	1,664,875	*1,700,000
S. CAROLINA(FY)	178,634	120,024	151,832	236,952	407,526
SOUTH DAKOTA	NR	NR	NR	NR	100,000
TEXAS	1,559,048	2,755,857	1,976,286	3,901,320	3,595,501
VIRGINIA	181,174	206,160	223,408	521,908	NA
WASHINGTON	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	365,000
WISCONSIN	143,397	78,367	919,742	200,319	52,133
TOTAL	17,854,798	18,663,600	26,762,070	31,755,083	31,128,653

1 -Incomplete data from 30 of 80 jurisdictions.

2 -This agency only, no information on boat gas tax.

3 -In registration fees, sales tax unknown.

* -Estimated amount.

NA-Not applicable.

NR-No response.

10. ADMINISTRATORS' COMMENTS ON POSSIBLE IMPROVEMENTS IN BOATING SAFETY PROGRAMS

The following section consists of responses to an open-ended request to the Administrators to provide suggestions for possible improvements.

Most see themselves strengthening existing programs. Some stress the importance of a regular provision of Federal assistance to their relatively small programs.

10. ADMINISTRATORS' COMMENTS ON POSSIBLE IMPROVEMENTS IN BOATING SAFETY PROGRAMS

ALABAMA

Improvements in all aspects of the boating safety program will be possible if Congress appropriates the 10 million dollars now sought under the boating safety financial assistance program.

DELAWARE

Delaware now has the model "State Boat Act of 1974." This is in full compliance with the Federal Boat Safety Act of 1971. Also, regulation on numbering and accident and casualty reporting has been approved by the Coast Guard.

Delaware is now moving in a positive direction in both the enforcement and education field. Our Boat Act states that there will be one Marine Policeman for each 2,000 boats registered, plus a Boating Educator and support to operate the Marine Police Section. We are now getting into the schools with boating education and putting a display on most boat shows.

We are making positive headway and much is contributed to the Federal aid for the shot in the arm needed.

FLORIDA

Additional Boating Education.

ILLINOIS

Prevail on Yorktown Coast Guard School to train enforcement personnel.

KANSAS

Having fielded and worked with three education/enforcement water patrol teams during FY '74, it is my recommendation that states should send such personnel to the National Boating Safety School for the first and second two-week modules (the third two-week module is Coast Guard oriented and of little interest to State employees). NBSS is excellent and gives graduates the basic knowledge necessary to pursue boating enforcement and safety education duties with confidence and poise.

MAINE

Fixed annual Federal Grant Funds would stabilize future plans to expand activities.

MASSACHUSETTS

1. Increase public information service in order to entice greater voluntary participation of public in basic Boating Safety Courses.
2. Stress need for continuing and increasing the Federal Grant-In-Aid Program.
3. Provide boat dealers with listings of location and times of local Boating Safety Courses, and, recommend that dealer give copy to each purchaser to encourage enrollment.
4. Greater coordination of law enforcement between federal, state and local authorities.

5. Federal clearinghouse for safety education programs to achieve greater uniformity between states.

MISSISSIPPI

States should have separate Boating Agencies or Divisions with no other responsibilities, thereby providing modern, professional services to the boating public. There is no relationship between a human and an animal. Wardens should not be used to enforce complicated marine laws without extended training in the field.

NEVADA

In reference to Federal Assistance Funds, a continuing annual appropriation would be desirable from the standpoint of development and implementation of a sustained boating safety program. We cannot rely too heavily on such assistance at present; consequently, use of monies for short-term projects.

NEW JERSEY

Adoption of standard boating safety courses to be taught by all States and organizations interested in boating safety with more emphasis on teaching these courses and less on writing additional ones.

NEW MEXICO

Boating Safety Program on 16 mm. film - 8 hours. Sixteen - 30 minute units which could be implemented on National Television over a four month period.

NEW YORK

Our enforcement is performed at the local level, county level and state level. We subsidize local government. Our educational program is compulsory for youngsters between the ages of 10 and 16.

OHIO

Boating law enforcement can best be improved by establishing uniformity in enforcement policies. The boater will know what type of enforcement to expect, and when to expect it. Enforcement in the United States is at best "spotty." The various law enforcement agencies take different approaches to the enforcement of recreational boating laws, whereas, uniform standards exist for motor vehicles. As an example, some enforcement agencies may issue citations for all boating law violations. Even worse, many enforcement officers do not know what the boating laws are, or they are not confident in confronting boatmen to enforce the laws. There is also the example of the conservation officer who issues boating law citations only when frustrated in attempting to find a citable offense. This situation creates a serious dilemma for the boater. The automobile laws are generally uniform throughout the United States, and enforcement is generally uniform. The boaters do not enjoy this same luxury.

Educational efforts should evolve in at least three ways:

1. Involve all persons at a young age through the schools. The Boating safety agency must be willing

to take the message to the schools. This is a monumental task, so you interest teachers to teach for you; physical education teachers, camp counselors, non-profit organizations. Many of these potential "teachers" can be involved before they become teachers. We do this by teaching "method" classes to physical education majors in Ohio's colleges and universities.

2. Involve the existing boating organizations including marine dealers. The educational agency must enlist the support of these boating groups for financial and philosophical support.

3. Boating safety education must be appealing. The dry, routine equipment lecture won't sell. However, if boating as a recreational past-time is made appealing, and if the two groups listed above help sell boating as an enjoyable sport, then safety can be made an intricate part of each effort. The message will be delivered but in a palatable form.

OREGON

1. Better training of officers. (Underway.)
2. Closer observation of field operations.
3. Better fiscal control of local activities.
4. Required education of young boaters.
5. Increased educational efforts. (Underway and successful.)

PENNSYLVANIA

1. Uniformity in processing violations by out-of-state boaters.
2. Uniformity in equipment requirements.
3. A copy of Coast Guard BOSDET Boarding Reports to go to each SBLA for each violation cited in his State. Boarding Reports should be specific as to where violation occurred so that cognizant state enforcement officer can be identified.
4. Establish criteria to be met by each State as to educational program before State can qualify for Federal funds.

VIRGIN ISLANDS

Our Law Enforcement efforts are almost entirely directed toward education so that the division of funds is arbitrary.

WEST VIRGINIA

Safe Boating Course is now being taught in the public schools in West Virginia. Classes will be increased 75 percent. Nine new officers have been added to enforcement rolls. All are being trained in boat law enforcement.

WISCONSIN

1. Increase in boating equipment to meet growing demands.
2. Additional personnel to administer program.
3. Implement new boating safety course.

SUMMARY AND CONCLUSIONS

FY 74 REPORTING FORM #1

The response to this REPORTING FORM added to the store of information developed by the Study Project printed in June 1974. Several conclusions may be drawn:

- * Financial reporting for FY 74 was improved over previous years.
- * It is still questionable that detailed record keeping would be cost efficient in those States with smaller recreational boating populations. Heavy clerical costs would be a significant drain upon limited enforcement and safety education funds.
- * Boating expenditures and revenues continued their upwards trend. FY 74 figures were, however, distorted by the temporary effects of fuel price increases and the resulting growth in tax revenues.
- * On the national scale, boating is self-sufficient. However, at least a third of the States and Territories have relatively small resident boater populations, making the financing of adequate programs difficult. For them some sort of Federal assistance, regional or national revenue sharing, or subsidization through the general tax structure is necessary.

EV 74 REPORTING FORM #2

NATIONAL INVENTORY OF SEARCH AND RESCUE FACILITIES
ON STATE WATERS

This evaluation gets underway with reproductions of REPORTING FORMS #2A and 2P, and the explanatory material that accompanied them in the mailing of November 27, 1974 to each Boating Administrator. This material is discussed in detail in the Introduction and Methodology sections of this Report.

Following the reproductions of the forms, there is a section entitled Notes on the Evaluation of Marine SAR Facilities on State and Territorial Waters. The analysis and tables derived from the returned REPORTING FORMS #2A are then followed by the Summary and Conclusions for this form.

NATIONAL ASSOCIATION OF STATE BOATING LAW ADMINISTRATORS

Dedicated to the Safe, Pleasant and Compatible Use of the Nation's Waters

EMBASSY SQUARE
2000 N STREET, N.W. ★ WASHINGTON, D.C. 20036

November 27, 1974

TO: All State Boating Administrators
FROM: Morris Victor Rosenbloom, Executive Director
SUBJECT: National Inventory of Marine Search and Rescue Facilities

A National Inventory of Search and Rescue Facilities on State Waters* is NASBLA's remaining contractual commitment to the U.S. Coast Guard for the current fiscal year. Combined with a coordinated study of Federal impoundments being undertaken by the National Water Safety Congress, this will be a major contribution to the first National Inventory of Marine Search and Rescue (SAR) Facilities. It is hoped that the results of this study will substantially contribute to future planning of SAR facilities.

As in the past, successful completion of this study requires the cooperation of each Boating Administrator. Towards that end, and in accordance with discussions with the Executive Board, the NASBLA study has been designed to have the desired information gathered and reported by the State Boating Administrator. In some cases it may be necessary for the Administrator to work in cooperation with another individual who may be the State SAR Coordinator.

Enclosed are two forms, FY 74 REPORTING FORMS #2A (on blue sheets) and #2B (on white sheets). FORM #2A is designed for a State-wide inventory and analysis. Please return the completed FORM #2A to NASBLA's Washington office, American Surveys.

Many States may not have the data on hand for a complete State inventory. To deal with this possibility, we have provided FY 74 REPORTING FORM #2B. In the event you cannot provide the necessary data from your State's files, please reproduce FORM #2B and forward it to the level at which this information can be obtained. In all probability, the individual to be reached will be a county SAR coordinator. On the FORMS we refer to "county or local" SAR coordinators. As administrative networks differ from State to State, we realize that in some cases a county coordinator may not be the next highest SAR official, or the appropriate individual may not even be formally designated SAR coordinator.

The completed FORMS #2B are to be returned to your office to be tabulated, as this will be the information necessary for your State evaluation and inventory on FORM #2A. If you should need

*NOTE As defined in Sec 3(10) of PL 92-75 "State" means a State of the United States, the Commonwealth of Puerto Rico, the Virgin Islands, Guam, American Samoa, and the District of Columbia. By "State Waters" we refer to all waters with the exception of those where there is Coast Guard coverage, and no need for State coverage, and by definition the exclusion of Federal impoundments. We thus include those cases of concurrent jurisdiction in which the State has come to exercise historical or agreed upon responsibility.

only a partial response to the FORMS #2B to produce the answers required by FORM #2A, you may wish to cross out the questions to which you have answers prior to distributing them.

For your convenience, in the event that you should find it necessary to distribute FORM #2B, we have also included an explanatory note to be reproduced and distributed along with the reproduced FORMS. You are, of course, free to use or modify this note as you deem appropriate.

When all the FORMS #2A have been returned, American Surveys, on behalf of NASBLA, will compile and evaluate and prepare a report thereon to the U.S. Coast Guard. Because of the volume of work that will have to be done after these FORMS have been returned, it is requested that every effort be made to have these FORMS completed and returned by January 15, 1975. It is understood that you may not be able to respond to all questions. Please do the best you can.

**NATIONAL ASSOCIATION OF
STATE BOATING LAW ADMINISTRATORS**

EMBASSY SQUARE
2000 N STREET, N.W.
WASHINGTON, D.C. 20036

AREA CODE 202
872-8100

November 27, 1974

FY 74 REPORTING FORM #2A

**NATIONAL INVENTORY OF SEARCH AND RESCUE FACILITIES
ON
STATE WATERS***

On this FORM the State Boating Administrator, either separately or in cooperation with the State Marine Search and Rescue Coordinator, is to make his evaluation of the State Search and Rescue effort.

This evaluation is to be based upon an inventory of Search and Rescue Facilities upon State Waters, information that is also to be provided in this form. FY 74 REPORTING FORM #2B has been provided to be reproduced, forwarded to responsible county (or local) officials, and returned to the Administrator and/or Search and Rescue Coordinator, if the information upon which to base such an inventory and evaluation is not available in the State's files.

It is not expected that every State and Territory will be able to supply all of the requested information, but it is important that the Coast Guard receives the information available within a reasonable period of time. Please return the completed FORM to NASBLA by January 15, 1975. Thank you for your cooperation and assistance.

Name of State:

Date:

Name and office address of State Boating Administrator:

Name, precise title, and office address of Marine Search and Rescue Coordinator:

Name, title and office address(es) of person(s) filling out this form:

1. a. Do you have a standard State plan for Marine Search and Rescue? Yes No
- b. If you have such a plan, are its procedures based upon the National Search and Rescue Manual? Yes No
(If you do have such a plan and can provide a copy, it would be of value to the Study if it is submitted with this return.)
- c. How many county (or local) authorities use this plan? Do Do not
- d. If the county (or local) authority does not use this plan, how many have a standard plan of their own? Do Do not

*NOTE As defined in Sec 3(10) of PL 92-75 "State" means a State of the United States, the Commonwealth of Puerto Rico, the Virgin Islands, Guam, American Samoa, and the District of Columbia. By "State Waters" we refer to all waters with the exception of those where there is Coast Guard coverage, and no need for State coverage and by definition the exclusion of Federal impoundments. We thus include those cases of concurrent jurisdiction in which the State has come to exercise historical or agreed upon responsibility.

2. How many county (or local) Marine SAR authorities are under your jurisdiction?

a. In their facilities and organization, how many of these authorities would you rate as:

	Good	Adequate	Poor
b. How many Marine Search and Rescue units are there overall [the total for all county (or local) authorities] in your State?			
c. How many of these units would you rate as:	Good	Adequate	Poor
d. How would you rate your State's SAR effort?	Good	Adequate	Poor
e. How many additional such units are needed for an adequate SAR effort?			

3. a. How many individuals are assigned to your Marine SAR program?

Marine police
State police
County, city or town police
Game wardens
Others (name)

	Full-time Number	Man-hours	Part-time Number	Man-hours
--	---------------------	-----------	---------------------	-----------

Total

b. How many additional individuals are needed for an adequate Marine SAR program?

4. a. List the equipment currently in use for State SAR efforts, and the additional equipment your evaluation finds necessary.

Aircraft
Helicopters
Boats over 20'
Boats under 20'
Vehicles

	Equipment in use With radio	Without radio	Equipment needed With radio	Without radio
--	-----------------------------------	------------------	-----------------------------------	------------------

b. What other equipment is needed for an adequate Marine SAR effort?

5. a. Approximately how much is spent in your State's Marine SAR effort:

Overall?	\$
By county (or local) authorities?	\$

b. How much of county (or local) expenditure is:

State aid?	\$
Federal aid?	\$
Locally financed?	\$

6. List the name(s) and address(es) of other agencies or organizations that are part of your State's Marine SAR plan:

7. Briefly describe the chain of command in your State's Marine SAR organization.

8. a. Does your State have a standard frequency used for Marine SAR broadcasts?

b. If so, give the frequency for the broadcast of SAR messages.	Yes	No	
c. How many of your State's SAR units are radio-equipped?	AM	FM	CB
d. Indicate the number of units using the following bands:	Are	Are not	
e. Do the other agencies in your State's SAR plan have compatible radio equipment?	AM	FM	CB

Yes No

9. How many State SAR units are equipped for underwater recovery? Are Are not

10. Have any of your State's SAR units ever been contacted by one or more of the following with regard to Marine SAR activities?

Yes No By whom?

USCG
USCG Auxiliary
Other (name)

11. How many times during FY 74 have your State, county (or local) SAR headquarters or local units been involved in a search for persons thought to be lost in the water?

Boat
Swimmer
Hunter-Fisherman
Aircraft
Total

12. Would staff of your State's SAR units be able to attend a workshop on water rescue procedures if held within a radius of one hundred miles?

Yes No If yes, number of units?

13. Are there any additional comments you would like to make on Marine SAR?

• • •

(SUGGESTED MEMO ON STATE STATIONERY)

(Date)

MEMORANDUM

TO: County (or local) Search and Rescue Coordinators
FROM:

Your State Government is assisting the U.S. Coast Guard in a National Inventory of Search and Rescue Facilities on State Waters. As we do not have complete data in State files, we are in need of your assistance. Please respond to the attached FY 74 REPORTING FORM #2B and return it to our office, where the material will be used to complete a State inventory and evaluation.

It is understood that you may not be able to respond to all questions. Please do the best you can, and try to get your response to us as early as possible since much work on this project will remain to be done. We are expected to forward our State evaluation by January 15, 1975.

Note: If a question on FY 74 REPORTING FORM #2B has been crossed out, we already have the information in State files and only need your responses to the remaining questions.

**NATIONAL ASSOCIATION OF
STATE BOATING LAW ADMINISTRATORS**

**EMBASSY SQUARE
2000 N STREET, N.W.
WASHINGTON, D.C. 20036**

**AREA CODE 202
872-8100**

November 27, 1974

FY 74 REPORTING FORM #2B

**NATIONAL INVENTORY OF SEARCH AND RESCUE FACILITIES
ON
STATE WATERS***

This FORM is directed to the attention of county (or local) Search and Rescue (SAR) Coordinators. Your State Boating Administrator (in some States, in cooperation with a designated Search and Rescue Coordinator) is presently assisting the U.S. Coast Guard in developing a National Inventory of Search and Rescue Facilities on State Waters, and it is necessary to supplement information available from State records. Please return this FORM to the State official who has forwarded it to your attention. It is understood that you may not be able to provide a complete answer to all questions. Please do the best you can.

As this material must be totalled and evaluated by State officials, and their reports later assembled for the National Inventory, promptness is important to this effort. We are expected to forward the completed State evaluation by January 15, 1975. Thank you for your cooperation.

Name of State:

Date:

Name of county (or local) authority.

Name and office address of State Boating Administrator or person to whom this form is being returned.

Name, precise title, and office address of county (or local) authority Marine Search and Rescue Coordinator.

Name, title and office address(es) of person(s) filling out this form:

1 a. Do you use a standard State Marine SAR plan?	Yes	No
b. If not, is there a county (or local) plan used in the SAR units under your jurisdiction?	Yes	No
2 a. How many SAR units are there under your authority?		
b. In their facilities and capabilities, how many of these would you rate as: Good Adequate Poor		
c. How many additional SAR units are needed for an adequate SAR effort in your county (or local) authority?		

*NOTE As defined in Sec 3(10) of PL 92-75 "State" means a State of the United States, the Commonwealth of Puerto Rico, the Virgin Islands, Guam, American Samoa, and the District of Columbia. By "State Waters" we refer to all waters with the exception of those where there is Coast Guard coverage, and no need for State coverage, and by definition the exclusion of Federal impoundments. We thus include those cases of concurrent jurisdiction in which the State has come to exercise historical or agreed upon responsibility.

10. How many times during FY 74 have your county (or local) SAR headquarters or local units been involved in a search for persons thought to be lost in the water?

Boat
Swimmer
Hunter-Fisherman
Aircraft
Total

11. Would staff of your SAR units be able to attend a workshop on water rescue procedures if held within a radius of one hundred miles?

Yes	No	If yes, number of units
-----	----	-------------------------

• • •

FY 74 REPORTING FORM #2

NOTES ON THE EVALUATION OF MARINE SAR FACILITIES ON STATE AND TERRITORIAL WATERS

When NASBLA was first approached to undertake an inventory of marine search and rescue facilities on State and Territorial waters, it was realized that it would be a difficult task. Marine search and rescue (SAR) requirements differ widely from State to State, as do patterns of organization. In some States there is no separate marine SAR coordinator, but there is a formal hierarchy through an Office of Emergency Preparedness. In some States, the role may be filled by the Boating Law Administrator or an associate. In other States there is no formal organization, though the town and county governments do freely call upon State resources to supplement local efforts when necessary. At times State agencies themselves will be the first to act when best situated to deal with the given emergency.

Whatever the formal organization, on the functional level marine SAR on State and Territorial waters almost always deals with an immediate and localized crisis. When additional assistance is needed, it is generally a request to the next sheriff or police department, or State agency personnel immediately on hand. Because of this necessary decentralization, an attempt to inventory marine SAR facilities required that information be sought at local as well as State levels. In a nationwide survey, conducted on limited funds, there was no feasible way to go directly to the local level; the approach had to be through the States.

And where there is no formal relationship, it is often difficult, to say the least, to arrange for the smooth flow of information from one level of government to the next.

In every State, the Office of Boating Safety has a substantial role to play in marine SAR. Enforcement vessels and vehicles are also SAR vessels and vehicles. While this makes it difficult to segregate SAR expenditures and equipment from other categories of boating safety expenditures, this does put the State or Territorial Boating Law Administrator in a position to assess the overall marine SAR effort, and it does put him in a better position than most to request information at the local government level.

When this Study Project was in the planning stage, there was some consideration given to examining a limited sample of States and Territories, seeking information directly at the local level, and then making projections to arrive at some sort of national picture. It was decided that national SAR needs were too diverse for such an approach. Relying basically upon a two-level mailing technique, there were limits to how detailed the questions could get, and to how much information one could expect to be returned from the local level.

The original Study Project plan called for State by State estimates in dollars of marine SAR equipment estimated as needed by the State. When the REPORTING FORMS were designed in consultation with the Coast Guard, it was decided that relatively few questions could be asked, and that it would be meaningless to

request a straight dollar figure from the respondent. The extensive, but still partial, equipment data that has been gathered makes it possible to generate some rough estimates on national needs, but attempting to do the same for an individual State or Territory would be an exercise in futility. It was decided that the NASBLA Study Project would attempt some financial estimates, but that efforts at greater detail would have to await a more comprehensive and costly study project.

As the following tables demonstrate, the majority of States and Territories see their marine SAR capability as substantial and efficient. It must be stressed, however, that it is seen as substantial and efficient when joined to the Coast Guard and other Federal agency assistance that has been and, it is assumed, will be available.

The question of what constitutes an adequate marine SAR capability is a very open one. In limited and congested waters where there is little opportunity for being lost or stranded, SAR means dealing with a drowning individual or sinking vessel. Rescue is either immediate or it will not take place. A life preserver will get one to safety when there is only a relatively short distance to swim. In waters without an adequate marine SAR capability, a vessel stranded far from view may be lost for a dangerously long period of time. Because of these factors, the only way to develop a comprehensive view of marine SAR requirements is by looking at each particular situation in some detail. This survey can make no claim to being definitive. However, it is an initial

and, on the whole, successful overview of how responsible State and Territorial officials see their marine SAR capability -- and the type of assistance that might strengthen it.

1. STATE SAR PLANS

The data in the following table demonstrates the extent to which marine SAR has been a local responsibility. Of 42 State and Territorial respondents, 8 indicated that they had a marine SAR plan. Five of the positive replies indicated that the plan in use was based upon the National Search and Rescue Manual.

One respondent indicated that it had a State plan based upon the Manual but that it served largely as a guide, authority being exercised by 452 independent units of government. However, when necessary, an appropriate State agency would provide assistance or act as coordinator.

Five States and Territories indicated that all local jurisdictions had a standard plan, and 5 indicated that some jurisdictions had a standard plan. Seven respondents indicated they did not know, while 9 indicated that all known local jurisdictions did not have a standard plan. A dozen States added notes on State SAR organizations in responding to the question.

Most States view SAR as a primarily local activity. As the response to question 2 of this REPORTING FORM will indicate, the overwhelming majority feel this pattern of organization is getting the job done.

1. STATE SAR PLANS

1. A. Do you have a standard State plan for Marine Search and Rescue?
 YES.....NO....
 B. If you have such a plan, are its procedures based upon the National
 Search and Rescue Manual? YES.....NO.....
 (If you do have such a plan and can provide a copy, it would be of
 value to the Study, if it is submitted with this return.)
 C. How many county (or local) authorities use this plan?
 DO.....DO NOT.....
 D. If the county (or local) authority does not use this plan, how many
 have a standard plan of their own? DO.....DO NOT.....

STATE	A		B		C		D	
	YES	NO	YES	NO	DO	DO NOT	DO	DO NOT
ALABAMA		x		x	N/A		N/A	
CALIFORNIA ¹	x						63	
COLORADO ²	x							
CONNECTICUT ³	x							
DELAWARE ⁴								
DISTRICT OF COLUMBIA	x			x	N/A		N/A	
FLORIDA		x		x		x	Unknown	
GUAM	x			x		x		x
HAWAII ⁵	x							
ILLINOIS	x			x		x		
KANSAS ⁶		x					16	
MAINE ⁷	x			x	As needed		Do not know	
MARYLAND ⁸	x			x		x		x
MICHIGAN	x			x		83	83	
MINNESOTA ⁹	x		N/A		N/A		6	81
MISSISSIPPI ¹⁰		x	N/A		N/A			
MISSOURI ¹¹	x			x	N/A		N/A	x
MONTANA ¹²	x						19	16
NEBRASKA	x		N/A		N/A			x
NEVADA	x			x		x		x
NEW HAMPSHIRE		x						
NEW JERSEY	x							
NEW MEXICO		x		x				
NEW YORK ¹³	x		x	x	3	24	19	x
NORTH DAKOTA	x							7
OHIO	x							8
OKLAHOMA	x			x	Unknown		Unknown	
OREGON	x		N/A		N/A		N/A	
PENNSYLVANIA	x		N/A		N/A			x
RHODE ISLAND	x							
SOUTH CAROLINA ¹⁴	x							
SOUTH DAKOTA	x							
TENNESSEE	x		N/A		N/A		N/A	
TEXAS	x		x		15		127 (Local)	
UTAH ¹⁵	x		x		29			
VERMONT ¹⁶	x		x					
VIRGINIA	x			x			30	66
VIRGIN ISLANDS	x							
WASHINGTON ¹⁷	x		x		39		39	
WEST VIRGINIA	x			x		All		All
WISCONSIN ¹⁸	x			x				
WYOMING	x							

N/A = Not Available.

NOTE: The footnotes on the following pages are comments taken from the REPORTING FORM #2A submitted by the various States.

FOOTNOTES TO TABLE 1

1. The State of California does not have a single agency assigned to the responsibility of coordinating and executing a state-wide "Marine SAR Program." The responsibility for the ordinary day to day SAR operations has been delegated primarily at the county level and is generally administered by the local sheriff's office.

The State Office of Emergency Services, through its Law Enforcement Division, is responsible for the planning and coordination of State mutual aid support to local entities in the case of disorders, demonstrations, riots, and natural or war-caused disasters.

Mutual aid support is only used after local entities and adjacent governmental aid has been totally committed, or whenever the magnitude of the emergency is such that the best interest of the State will be served by involvement of State resources before the total commitment of all local resources. This support includes all SAR emergencies. Primary State agencies responsible for mutual aid support and assistance to the local law enforcement agencies during periods of all emergencies are:

- (a) Office of Emergency Services
- (b) Governor's Office
- (c) California Highway Patrol
- (d) Department of Justice
- (e) Department of Fish and Game
- (f) State Military Forces

Other agencies that could be expected to render mutual aid support are:

- (a) United States Army
- (b) United States Coast Guard
- (c) United States Navy
- (d) Air Force Rescue Coordination Center

Most of the specific information you requested is scattered throughout the various counties, and could not be obtained in time to meet your request.

2. We do not have a specific SAR program. We do have approximately six within the State that are used for all types of SAR operations.
3. The State of Connecticut does not have any State plan for search and rescue facilities at this time. Since forms 2A and 2B are

based on the assumption that a State has a search and rescue plan, I did not complete the questionnaire with the exception of identifying information and some comments.

Search and rescue operations in the State of Connecticut are usually conducted by the Coast Guard or State and local police. We do not have any records as to the total number of search and rescue operations conducted, nor any system to evaluate the efficiency or amount and type of equipment in use throughout the State. To give you an idea of the information we have available on the number of search and rescue operations recorded; I have enclosed a copy of a State Boating Safety Check which reflects the response of 32 towns participating in our 1974 boating safety reimbursement program as outlined in the attached copy of P.A. 73-257, Sec. 20. If a town does not apply for reimbursement they are not required to submit reports to this agency, and we therefore do not have any records as to their search and rescue operations or other boating safety activities.

4. Civil Defense is working on a State plan in the event a State emergency was declared. At that time, other units with water rescue units would assist.

State Marine Police have one officer who attended the Coast Guard Search and Rescue School at Governors Island. Our search plan coincides with standard procedures (i.e.) expanded search, etc.

5. Occurrences involving swimmers and surfers have been handled for many years on the Island of Oahu (City and County of Honolulu) by the Honolulu Fire Department. The Honolulu Fire Department gradually became involved in also providing SAR assistance, in coordination with the Coast Guard, to boatmen in distress in Oahu's close-inshore waters where Coast Guard vessels are unable to maneuver with reasonable safety. The Fire Department uses its own SAR plan.
6. Most respondents did not answer this question.
7. Plan is standard operation procedure for coastal warden service.
8. Natural Resources Police does not have a standard State Plan for search and rescue. All of the tidewater counties have long been familiar with the Natural Resources Police and most all tidewater counties have at least one Natural Resources Police patrol boat stationed in the county or immediately adjacent thereto. In addition, we have a twin engine amphibian airplane for SAR purposes.

9. All results on this form were derived from 41 out of the 87 counties in Minnesota and extrapolated to come up with an estimate.
10. All SAR State.
11. 35 responses from 56 county sheriff offices.
12. There are 452 independent authorities. Form #2A is based upon a partial return of Form #2B. The State can only act as a co-ordinator; it is too large for a centralized effort. (The foregoing is based on telephone comments of New York State Administrator.)
13. South Carolina's Boating Administrator is in charge of all Marine SAR operations on state waters. He has any number of 170 State Conservation Officers of whom he can draw on for the amount of manpower needed for SAR operations. These conservation officers are strategically located throughout the state's eight law enforcement districts, which gives them the advantage of being familiar with the waters in their respective districts. Dragging equipment is issued to all conservation officers.

The supervision of SAR operations is usually delegated to the Assistant Chief of Boating, the Boating Safety Officer or to one of the eight district supervisors.

Additional assistance is normally obtained from local sheriff's departments or local rescue squads that have a variety of talent ranging from good to fair but are usually very helpful in that they are familiar with the search area.

We do not have a standard state search plan but depend upon the officer in charge of the particular mission to gather data and formulate a plan to meet the emergency.

Partically all of South Carolina's marine SAR efforts are on inland rivers or lakes with the exception of assisting Coast Guard on rare occasions in offshore efforts when requested.

Our efforts and results have been good and we do not presently feel the need for elaborate planning or unnecessary search and rescue equipment as suggested in the National Search and Rescue Manual which is designed for extensive large scale offshore operations. However, we are very receptive to schools or ideas that would improve our inland efforts or the overall efficiency of our SAR program.

14. Search and rescue in Utah is accomplished, primarily, by the SAR units available to each county sheriff, and by the Civil Air

Patrol in the case of air searches. The sheriff has the responsibility on the ground and the Director of Aeronautics for air, and he passes that to CAP.

The Utah SAR Coordinator enters into all air searches, and in those ground searches that cross county lines or that require other outside assistance. The USAF, US Army, and Utah National Guard all have helicopters available for emergency rescues.

Thirty-six Jeep search and rescue units, with 800 members, in the 29 counties have whatever capability is necessary in their county area of responsibility. If there is water in the county, they have some water rescue capability, and some certified SCUBA divers on the team.

Utah Search and Rescue operations are in accordance with the National SAR Plan. All searches requiring more assets than are available in the county are coordinated through the RCC at Scott Air Force Base, as are all air searches.

In addition, the U. S. Coast Guard has responsibility in two lakes in the State (Powell and Flaming Gorge). Also, the Coast Guard Auxilliary has units available to augment water search and rescue in the other State waters.

Search or rescue operations initiating in a State Park, National Park, National Forest, or other federally controlled land, is normally passed to the local sheriff as quickly as possible, by mutual agreement.

15. All SAR under State Marine Police.
16. Washington indicated it had a total of 42 authorities; it therefore is to be assumed that 3 do not participate in the plan.
17. Of 72 counties, one indicated they had a standard plan based upon the U.S. and Rescue Manual. 18 stated they did not. 9 indicated they had a standard plan of their own; 8 stated they did not.

The search and rescue responsibilites are delegated to the individual sheriffs departments of the 72 counties by Statutes. The Department of Natural Resources does not have a master plan or organizational structure for search and rescue as we do not have the legislative responsibility. In view of this, I did reproduce Form 2B and sent it to the sheriff's department for completion. To date, I have only received the enclosed replies.

2. STATE SAR JURISDICTIONS

The overwhelming majority of respondents felt that the SAR effort within their State or Territory was at least adequate. Among the 42 respondents, 14 saw overall State performance as good, 6 ruled it adequate and 1 rated it as poor. Others did not feel they had the data on which to base so definite a judgment. Several responded to the inquiry with extensive comments, which follow the table as footnotes. In rating SAR capability, only 5 respondents made recommendations for specific increases in SAR units, totaling 74. The limited data suggests that State officials see a need for another 140 or 150 SAR stations nationally.

While the data ~~does~~ not permit precision, it is adequate for arriving at a few generalizations. Perhaps two-thirds of the administrators view their State's SAR program as adequate. As the other responses to FORM #2 demonstrate, the following table shows the degree to which SAR has been a local activity, and the difficulty of examining it without getting down at the local level. For larger States, which generally have major boating programs, the information feedback is uncharacteristically limited. In an area in which local government finds it necessary and desirable to take primary responsibility, there has been little need for extensive record keeping by the State.

2. STATE SAR JURISDICTIONS

2. How many county (or local) Marine SAR authorities are under your jurisdiction?

A. In their facilities and organizations, how many of these authorities would you rate as:
Good.....Adequate.....Poor.....

B. How many Marine Search and Rescue units are there overall (the total of all county (or local authorities) in your State?

C. How many of these units would you rate as: Good.....Adequate.....Poor.....

D. How would you rate your State's SAR effort? Good.....Adequate.....Poor.....

E. How many additional such units are needed for an adequate SAR effort?

STATE	MARINE SAR AUTHORITIES UNDER JURISDICTION	GOOD	A		B	GOOD	C		D	E	L
			ADEQUATE	POOR			ADEQUATE	POOR			
ALABAMA	136	80	41	15	136	80	41	15	Yes		Adequate, but improvements can be made
CALIFORNIA	None	N/A			63	N/A			No State Marine SAR		
COLORADO	G				None						None
DELAWARE	Marine Police Only	N/A			Approx. 16	16			Yes		N/A
DISTRICT OF COLUMBIA	1 - Local	Yes			1	1			Yes		None
FLORIDA ¹	None				23				Yes		Unknown
GUAM	1		1		2	1			Yes		4
HAWAII ²	None				2	2					3
ILLINOIS	None										
KANSAS ³	15	5	10								
MAINE	N/A				N/A				Yes		N/A
MARYLAND ⁴	None								Yes		
MICHIGAN	78	78			100	100			Yes		None
MINNESOTA ⁵	87				73	50	23		Yes		None
MISSISSIPPI ⁶	37			Yes				Yes		Yes	10 under State authcrit.
MISSOURI	None				1	1			1		None
MONTANA	None	40	43	17	Unknown						
NEBRASKA	None								Yes		Not Known
NEVADA	None				7	2	5		Yes		2
NEW HAMPSHIRE	No Response										
NEW JERSEY	None										
NEW MEXICO	11		11		11		5	6			None
NEW YORK	452 Independent Authorities (115 Active)	75	38	2	115	75	38	2	Yes		55
NORTH DAKOTA	None										
OHIO	25	15	5	5	26	16	5	5	Yes		None
OKLAHOMA ⁸	All				Unknown						
OREGON ⁹	27										
PENNSYLVANIA	67	67			128	128			Yes		None
RHODE ISLAND ¹⁰	None				98			Yes			None
SOUTH CAROLINA ¹¹	None										
SOUTH DAKOTA	None										
TENNESSEE	None				Unknown						Unknown
TEXAS	No Authority								Officials Generally Seen As Adequate, SAR Entirely Under Local Jurisdiction.		
UTAH	29	29			No Response	All			Yes		
VERMONT	None				None						
VIRGINIA	None				30						
VIRGIN ISLANDS	None								Yes		
WASHINGTON	42	12	30						Yes		
WEST VIRGINIA ¹¹	None	50%	50%	175		50%	50%				None
WISCONSIN ¹²	72										
WYOMING ¹³	None		Yes		26		All	Yes			

N/A - Not Available.

NOTES: -Comments are quoted from the individual State REPORTING FORM #2A.
-The footnotes on the following pages are comments taken from the REPORTING FORM #2A submitted by the various States.
-Connecticut returned its REPORTING FORM #2A but did not answer this question.

FOOTNOTES TO TABLE 2

1. The number 23 is assumed from response to Question 9.
2. The two Honolulu Fire Department rescue units are the only units involved in marine SAR activities in the State in addition to Coast Guard units. It should be noted that these Fire Department units are involved in SAR missions on both land and water. They are not utilized solely on marine SAR activities. The Chief of the Honolulu Fire Department believes that three additional rescue units are needed to provide adequate SAR effort on land and water for the Island of Oahu (City and County of Honolulu).
3. None are directly under State authority. The rating of capabilities was the opinions of the respondents. Considering their performance in SAR situations, I would concur in the expressed ratings...local units have done an excellent and adequate job to this time.
4. Maryland has an active Civil Defense system and through the State and local county Civil Defense officers has developed plans to be put into use during times of disaster. These plans incorporate the use of Natural Resources Police personnel and vessels as well as Coast Guard and local fire departments. Local fire departments and rescue squads do not, as a general rule, have large boats. Most of the units are small trailer type outboard boats and usually come into use in lakes or tributary water to search for drowning victims or evacuate people from buildings during a local flooding condition.

Searches in the Chesapeake Bay and tributaries are usually initiated and conducted by the organization that receives the original call if it is within their capabilities. In Maryland this would be the Coast Guard or the Natural Resources Police. If either organization can complete the assignment without the aid of the other, it does so. If assistance is needed, either organization will willingly assist the other. With this working arrangement between the Coast Guard and the Natural Resources Police, the SAR effort is adequate.
5. 87 counties, none really under jurisdiction.
6. All 37 under Civil Defense jurisdiction.

7. All Marine SAR under State Division of Water Safety.
8. All SAR seems to be under Oklahoma Lake Patrol.
9. 27 authorities plus State Police.
10. See attached letter, Question #1, South Carolina.
11. 175 units in State.
12. The search and rescue responsibilities are delegated to the sheriffs departments of the 72 counties by statutes.
13. There seems to be 26 independent county authorities.

3. STATE SAR MANPOWER

In evaluating present and anticipated manpower needs, respondents estimated that 199 full-time and 30 part-time additional personnel would be helpful. As part of an estimate of national needs, this figure is somewhat small in comparison to the question 4a estimate of equipment needs. The more complete response to that question suggests personnel needs of perhaps 1,000 men. As in last year's survey on boating safety education (REPORTING FORM #2 of the Report printed June 1974), it is difficult to provide significant data on dual and triple purpose personnel, not even necessarily under an agency's direct authority. It is easier to come up with some sort of estimate of equipment needs, as the question will probably strike the responsible local official as relatively meaningful. A county or municipal government is more likely to request assistance in the purchase of equipment than it is to suggest a State subsidy for a given level of manpower.

3. STATE SAR MANPOWER

<u>STATE</u>	<u>CATEGORY</u>	<u>NUMBER</u>	<u>FULL-TIME</u>	<u>PART-TIME</u>	
			<u>MAN-HOURS</u>	<u>NUMBER</u>	<u>MAN-HOURS</u>
ALABAMA	All police agencies and rescue squads in the State are available for rescue on an "on-call" basis.				
CALIFORNIA	N/A				
COLORADO	N/A				
CONNECTICUT	N/A				
DELAWARE ¹					
DISTRICT OF COLUMBIA	County, City or Town Police	26	Full-time		
FLORIDA	Marine Police	199	10,609	N/A	
GUAM	Marine Police	7	8 hrs/day		
HAWAII	Honolulu Fire Dept. and Rescue Unit	:			
	Total Present Manpower	30	24 hr basis		
	Additional Manpower Needed	45			
ILLINOIS	No Response				
KANSAS ²	Marine Police				
	County, City or Town Police	21	Unknown		
	Game Wardens	64	Unknown		
	Firemen, Volunteers, etc.	74	Unknown		
	Total Present Manpower	159			
	Additional Manpower Needed	None	Indicated by respondents		
MAINE	Coastal Wardens	38			
	Total Present Manpower	38			
	Additional Manpower Needed	None			

Footnotes are listed at the end of this table.

<u>STATE</u>	<u>CATEGORY</u>	<u>FULL-TIME MAN-HOURS</u>		<u>NUMBER</u>	<u>PART-TIME MAN-HOURS</u>
		<u>NUMBER</u>	<u>MAN-HOURS</u>		
MARYLAND	Marine Police	144	262,200	20	6,600
	Game Wardens	64	23,000	4	2,128
	Total Present Manpower	178	285,200	24	8,728
	Additional Manpower Needed	Under present conditions	none		
MICHIGAN	Marine Police	12	10,500	6	5,000
	State Police	15	5,000	15	5,000
	County, City or Town Police	100	5,500	50	2,500
	Conservation Officers	200	11,000	0	0
	Red Cross	5	750		
	Power Squadrons	15	3,500		
	Total Present Manpower	347	36,250	71	12,500
	Additional Manpower Needed	None			
MINNESOTA	Marine Police	0	0	0	0
	State Police	0	0	0	0
	Sheriff's Office	50	2,000	419	5,460
	Game Wardens	130	1,300	0	0
	Total Present Manpower	180	3,300	419	5,460
	Additional Manpower Needed	None			
MISSISSIPPI	Marine Police	19	Unknown		
	State Civil Defense Volunteers	37	Unknown		
MISSOURI	Marine Police	40			
	Additional Manpower Needed	9			
	Water Safety regards SAR as part of every officer's regular duty.				
MONTANA	County, City or Town Police	31			
	Game Wardens	80			
	Volunteers				
	Special Deputies				
	Total Present Manpower	111			
	Additional Manpower Needed	7			

<u>STATE</u>	<u>CATEGORY</u>	<u>FULL-TIME NUMBER</u>	<u>FULL-TIME MAN-HOURS</u>	<u>PART-TIME NUMBER</u>	<u>PART-TIME MAN-HOURS</u>
NEBRASKA	Marine Police	0	0		
	State Police	0	0		
	Game Wardens	49	49	Subject to call	
	County Sheriffs	93	93	Subject to call	
Additional Manpower Needed		The creation of additional waters or changes in the use patterns will dictate SAR program.			
NEVADA	Game Wardens	14	450	1	45
	Total Present Manpower	14	450	1	45
	Additional Manpower Needed	2	70		
NEW HAMPSHIRE	Marine Police			87	
	Total Present Manpower			87	
NEW JERSEY	Marine Police	81	150		
	Marine Police	5	40	6	10
	State Police			12	When needed
NEW MEXICO	Marine Police				
	State Police				
	Additional Manpower Needed	4			
NEW YORK	Marine Police	351	16		
	County, City or Town Police	21	88		
	Game Wardens	1	200		
	Total Present Manpower	373	304		
Additional Manpower Needed		132	5		
OHIO	Marine Police	19	380		
	County, City or Town Police	75	1,500		
	Game Wardens	30	600		
	Park Rangers	60	1,200		
	Total Present Manpower	184	3,680		
Additional Manpower Needed		0	0		
OKLAHOMA	Marine Police	22			
	State Police		As available		

STATE	CATEGORY	FULL-TIME MAN-HOURS		PART-TIME MAN-HOURS	
		NUMBER	NUMBER	NUMBER	NUMBER
OREGON	State Police	115	Unknown	18	As needed
	County, City or Town Police	193	Unknown	100	As needed
	Additional Manpower Needed	Unknown at present		As needed	
PENNSYLVANIA	State Police				
	County, City or Town Police				
	Waterways Patrolmen				
	Deputy Waterways Patrolmen				
	State Park Personnel				
	Water Rescue Squads				
	Pa. Marine Police (Delaware				
	River Naval Commission				
	Total Present Manpower	2	As needed	6	As needed
	Additional Manpower Needed	69	As needed	2,075	As needed
	None			None	
RHODE ISLAND	Marine Police	6			
	Game Wardens				
	Additional Manpower Needed		Unknown at this time		
SOUTH CAROLINA	Conservation Officers				
	Additional Manpower Needed				
	None				
SOUTH DAKOTA	Marine Police				
	Additional Manpower Needed				
	None				
	None				
TENNESSEE	Wildlife Officers				
	Civil Defense, Coast Guard				
	Auxiliary, etc.				
	Additional Manpower Needed				
	No data				
	Unknown				
TEXAS	All full-time employees				
	subject to assignment on				
	necessity.				
	Additional Manpower Needed				
	None				
UTAH	State Parks and Recreation				
	Jeep SAR Units				

<u>STATE</u>	<u>CATEGORY</u>	<u>FULL-TIME NUMBER</u>	<u>FULL-TIME MAN-HOURS</u>	<u>NUMBER</u>	<u>PART-TIME MAN-HOURS</u>
VERMONT	Marine Police	11	440/week		
	State Police	4	220/week		
	Additional Manpower Needed	None			
VIRGINIA	Game Wardens			127	332
	Additional Manpower Needed	No answer given			
VIRGIN ISLANDS	Game Wardens			6	1,120/week
	Additional Manpower Needed			2	
WASHINGTON	Volunteers			6,000	100,000
WEST VIRGINIA	Marine Police	None	None	None	As needed
	State Police	None	None	75	As needed
	County, City or Town Police	None	None	150	As needed
	Conservation Officers	None	None	125	As needed
	Total Present Manpower	0		350	
	Additional Manpower Needed	0			
WISCONSIN	No Answers Given				
WYOMING	Game Wardens			50	As needed
	Additional Manpower Needed	Unknown			

1-The seven man Marine Police carry out SAR duties in conjunction with other duties.

-The State Police have a Heli with divers available when needed.

-The volunteer Fire Departments with water rescue units number sixteen. Their number of personnel vary.

-Game Wardens are attached to the Division of Fish and Wildlife and are available to assist if needed, but normally do not conduct SAR duties; their number is eight.

-Other personnel of the Division who work in Shellfish Water & Air patrol, etc., are available to assist the Marine Police should they be needed.

2None of the respondents indicated man-hours of effort. Like the Kansas Forestry, Fish and Game Commission, they apparently include these in the larger category of boating related work.

4A. MAJOR SAR EQUIPMENT INVENTORY

SAR equipment, as well as manpower, is also State police equipment, game warden equipment, boating law enforcement equipment, boating safety education equipment, etc. Some of the available figures look more like State police data than anything else. This is particularly the case in the "vehicle" category. However, all of the catalogued equipment does have a SAR function. "Equipment in use" may be at least dual purpose. "Equipment needed" is for specific SAR purposes as estimated by State Boating Law Administrators and SAR coordinators.

To date there have not been any subsidies to the States and Territories for marine SAR personnel or equipment. Because of the multi-purpose nature of boating safety personnel and equipment, however, it is probable that some equipment purchased through the Federal grant program has been partially used for marine SAR.

Estimated total needs are: 13 aircraft with radio, one without; 11 helicopters with radio, three without; 29 over 20' boats with radio, 15 without; 169 under 20' boats with radio, 19 without, 255 vehicles with radio, one without. These, of course, are estimates of equipment that would be mostly added at the local level.

Additional equipment is of little use without additional manpower. In contrast to the more fragmentary response to question 3, this data would suggest manpower needs of perhaps 1,000 additional persons.

To attempt a cost estimate of rather loosely defined equipment in this period of rapid inflation is a risky business, particularly within the context of a national survey that, on available funding, could not be conducted in great detail at the local level.

Boat prices can range widely. A good 20' boat may cost from \$10,000 to \$12,000. An above 20' boat could be a well-equipped 30' or under vessel that might cost as much as \$30,000 or as little as \$20,000. A 40' to 50' vessel may cost up to \$100,000, but is more likely to run in the \$60,000 to \$70,000 range.

A high-performance single engine plane is apt to run \$65,000, while a twin engine model may cost \$140,000. A light helicopter costs from \$35,000 to \$60,000, while a helicopter that can handle a major load may run from \$180,000 to \$500,000 and higher. The average automobile or light pick-up truck would probably cost a fleet buyer around \$4,000.

With such equipment costs, the catalogued equipment would cost from \$5,500,000 to \$12,000,000. The median, or \$8,750,000, would be a reasonable choice as the most probable figure. If the various SAR authorities had assumed that DOT was actually about to assist local equipment purchases, REPORTING FORM #2B doubtless would have drawn more responses and this figure might have at least doubled. Costs would be reduced through the distribution of surplus Federal equipment. Boating agencies have made use of such equipment in the past, and much of it might prove adaptable to marine SAR purposes. Another approach to cost reduction might be the purchase of used equipment when possible, and when known to be capable of good performance.

4B. ADDITIONAL EQUIPMENT NEEDED FOR MARINE SAR EFFORT

Several Administrators listed major equipment needs under 4b, but this did not on the whole add significantly to the equipment listed as "needed" in response to question 4a. Most who answered listed scuba gear, radio equipment, and radar devices as necessary additions for their SAR operations. The information returned does not indicate any major needs beyond the obvious categories of airplanes, helicopter, boat, and vehicle.

4B. ADDITIONAL EQUIPMENT NEEDED FOR MARINE SAR EFFORT

<u>ALABAMA</u>	Underwater electronic search gear.
<u>CALIFORNIA</u>	Not available.
<u>DELAWARE</u>	Not available.
<u>DISTRICT OF COLUMBIA</u>	None at the present time; however, additional equipment may be needed as problems arise.
<u>GUAM</u>	Base station for marine radio (V.H.F.).
<u>HAWAII</u>	Equipment needed for additional units needed in 2a above: 3 vehicles, 3 boats over 20' all equipped with radios plus pumps, scuba gear, water lights, etc.
<u>ILLINOIS</u>	None.
<u>KANSAS</u>	Radios, body bags, drags, scuba gear, lights.
<u>MAINE</u>	Four 42' patrol boats.
<u>MARYLAND</u>	Equipment is adequate for present.
<u>MICHIGAN</u>	None.
<u>MONTANA</u>	Scuba, underwater lights.
<u>NEBRASKA</u>	Thirteen additional 2-way radios.
<u>NEVADA</u>	Dewatering pumps and resuscitation equipment.
<u>NEW YORK</u>	Helicopters plus additional boats.
<u>NORTH DAKOTA</u>	None.
<u>OHIO</u>	Radar for all boats over twenty feet.
<u>OREGON</u>	Unknown.
<u>PENNSYLVANIA</u>	None.

<u>RHODE ISLAND</u>	More radio capabilities - prolonged period of fog in the Rhode Island area. Dewatering pumps.
<u>SOUTH CAROLINA</u>	None.
<u>SOUTH DAKOTA</u>	None.
<u>TENNESSEE</u>	Unknown.
<u>TEXAS</u>	Hard hat diving teams, underwater welding teams.
<u>VIRGIN ISLANDS</u>	Radio communications.
<u>WEST VIRGINIA</u>	Need equipment and training for Conservation Officers in underwater SAR.

5. STATE MARINE SAR EXPENDITURES

As in the case of other boating expenditure categories, State marine SAR expenditures are difficult to factor out because of the multi-purpose characteristics of boating manpower and equipment. The \$11,000,000 total for overall expenditures, plus local expenditures, minus State funding of local expenditures, suggests a figure that could reasonably be projected as \$17,000,000 or \$18,000,000. That figure is over a third of the \$45,000,000 projected in the analysis of REPORTING FOR #1 as expenditures on recreational boating exclusive of major capital investment. There is probable considerable overlapping in these figures, and it is also probable that much of the marine SAR expenditure is absorbed in, or even hidden in, local fire department, sheriff's office, police department, and emergency preparedness budgets.

Also of interest is the degree to which local expenditures predominate. In many States SAR is handled within the same framework as other municipal or county rescue functions. This is understandable, as municipal or county governments have in many cases the only emergency units able to manage a quick arrival. Boating enforcement and safety manpower are frequently spread too thin to be much use in this function.

5. STATE MARINE SAR EXPENDITURES

5. a. Approximately how much is spent in your State's Marine SAR effort:

Overall?	\$.....
By county (or local) authorities?	\$.....

b. How much of county (or local) expenditures is:

State Aid?	\$.....
Federal Aid?	\$.....
Locally Financed?	\$.....

STATE	A.		B.		
	OVERALL	BY COUNTY (OR LOCAL) AUTHORITIES	STATE AID	FEDERAL AID	LOCALLY FINANCED
CALIFORNIA	\$	\$	\$	\$	\$
DELAWARE ¹					
DISTRICT OF COLUMBIA	361,464	334,005		27,459	
FLORIDA	270,758				
GUAM	65,000	21,000		32,627	
HAWAII ²					100%
KANSAS ³					100%
MAINE	Unknown		Unknown	Unknown	
MARYLAND	995,796				
MICHIGAN	1,600,000	535,000	650,000	200,000	225,000
MINNESOTA	50,000	45,000	28,000		20,000
MISSISSIPPI ⁴	35,000			6,650 (est.)	
MISSOURI	Money Not Separated in Application				
NEBRASKA	Unknown				
NEVADA	12,500				
NEW JERSEY	Unknown				
NEW YORK	193,129	6,848,801	193,537		6,653,264
NORTH DAKOTA	Unknown				
OHIO ⁵	991,129	541,129	170,071		371,058
OREGON	No Records				
PENNSYLVANIA	Unknown				
RHODE ISLAND	Unknown				
TEXAS	No Separate Accounting				All
VERMONT	50,000				
VIRGIN ISLANDS	5,000			Ratio of U.S.C.G. and Local Matching	
WEST VIRGINIA	15,000	7,500			7,500
TOTAL	\$4,645,189	\$8,682,230	\$1,048,158	\$260,086	\$7,276,822

NOTES: -A REPORTING FORM was returned but no information provided on this question by: Colorado, Connecticut, Illinois, Montana, New Hampshire, New Mexico, South Carolina, South Dakota, Tennessee, Utah, Virginia, Washington, Wisconsin, and Wyoming.
 -Overall figures include State and/or Federal grants.
 -The footnotes below are comments taken from the REPORTING FORM #2A submitted by the various States.

1. SAR is in connection with other assignments, so no breakdown is given.
2. County unable to furnish data within time limit.
3. Local SAR respondents did not know. Apparently all is financed at the local level.
4. Difficult to answer correctly (a rough approximation).
5. After research, we find it impossible to obtain a meaningful figure. There are too many variables involved and no-cost services provided which cannot be reasonably defined.

6. NAMES AND ADDRESSES OF OTHER AGENCIES AND ORGANIZATIONS
THAT ARE PART OF STATES' MARINE SAR PLAN

The following is a simple list. As expected, those States with relatively centralized Marine SAR organizations have responded in greater detail. The question was basically asked to see if there might be some unexpected major participants. The information returned indicates that SAR support comes from what have been generally considered the likely sources.

6. NAMES AND ADDRESSES OF OTHER AGENCIES AND ORGANIZATIONS
THAT ARE PART OF STATES' MARINE SAR PLAN

ALABAMA All police agencies and rescue squads in the State are available for rescue on an "on-call" basis.
(Same as 3-A.)

COLORADO Colorado Division of Wildlife, 6060 Broadway, Denver, Colorado 80216.
Colorado Division of Parks and Outdoor Recreation, 1455 Sherman, Denver, Colorado 80203.
Colorado State Patrol, 4201 Arkansas Avenue, Denver, Colorado.
Under Water Search and Recovery Team, Littleton Fire Department, Littleton, Colorado.
Alpine Rescue Unit, Boulder, Colorado.
Rocky Mountain Rescue Team, Denver, Colorado.
Mesa County Sheriff Department, Grand Junction, Colorado 81501.

DELAWARE The seven man Marine Police carry out SAR duties in conjunction with other duties.

The State Police have a Helo with divers available when needed.

The volunteer Fire Department with water rescue units number sixteen. Their number of personnel vary.

Game Wardens are attached to the Division of Fish and Wildlife and are available to assist if needed, but normally do not conduct SAR duties; their number is eight.

Other personnel of the Division who work in Shell-fish Water and Air Patrol, etc., are available to assist the Marine Police should they be needed.

DISTRICT OF COLUMBIA U. S. Coast Guard, Baltimore, Maryland.

FLORIDA None.

GUAM Rescue Coordination Center, U. S. Naval Air Station, P.O. Box 90, Agana, Guam, 96937.

HAWAII City and County of Honolulu Fire Department,
P.O. Box 3085, Honolulu, Hawaii 96802.

MARYLAND The Maryland Wing, Civil Air Patrol which consists of 1,500 members utilizing the 20 corporate aircraft and 21 private aircraft devote 12,000 man hours annually to their program which includes the annual bay patrol. This patrol is conducted on Saturdays, Sundays and holidays from Memorial Day weekend through Labor Day. The purpose of the patrol is to find boats in distress and report them to the Natural Resources Police who will dispatch a patrol boat for assistance.

MICHIGAN All Michigan County Sheriff Departments; Michigan State Police, Lansing, Michigan; U. S. Coast Guard, 9th District, Cleveland, Ohio; U. S. Coast Guard Auxiliary; U. S. Power Squadrons, Lansing, Michigan; and Michigan Department of Natural Resources, Law Enforcement Division, Lansing, Michigan.

MISSOURI None.

NEBRASKA Not available.

NEVADA Coast Guard Auxiliary Flotillas, Power Squadrons and private citizens on a volunteer basis as needed.

NEW HAMPSHIRE New Hampshire Fish and Game Department, Concord, New Hampshire.

NEW JERSEY None.

NEW YORK 452 local authorities and Coast Guard Auxiliary.

OHIO Ohio Division of Wildlife, Fountain Square, Columbuia, Ohio 43224; Ohio Division of Parks and Recreation, Fountain Square, Columbus, Ohio 43224.
(Not reproduced is a list of Ohio Marine Patrol Headquarters.)

OREGON Oregon National Guard, Oregon Air National Guard, and Civil Air Patrol.

PENNSYLVANIA Pennsylvania State Police, P. O. Box 2771, Harrisburg,

Pennsylvania 17120; Bureau of State Parks, DER - Evangelical Press Building, Harrisburg, Pennsylvania 17105; Pennsylvania Civil Defense Director, Transportation and Safety Building, Harrisburg, Pennsylvania 17105; Pennsylvania Marine Police, Delaware River Naval Commander, 1400 Spring Garden Street, Philadelphia, Pennsylvania 19130; Local Volunteer Water Rescue Squads; Federal Impoundment Resident Managers; and Local Police.

RHODE ISLAND

Only Natural Resources.

TENNESSEE

Civil Defense, Metro Court House, Nashville, Tennessee.

TEXAS

Texas Aeronautics Commission, Department of Public Safety, Land Commission, Agriculture Department, A&M Rescue Training School, Texas Forestry Services, Civil Air Patrol Commission, Highway Department, Parks and Wildlife Department.

UTAH

Search and rescue in Utah is accomplished, primarily, by the SAR units available to each county sheriff, and by the Civil Air Patrol in the case of air searches. The sheriff has the responsibility on the ground and the Director of Aeronautics for air, and he passes that to CAP.

The Utah SAR Coordinator enters into all air searches, and in those ground searches that cross county lines or that require other outside assistance. The USAF, US Army, and Utah National Guard all have helicopters available for emergency rescues.

Thirty-six Jeep search and rescue units, with 800 members, in the 29 counties have whatever capability is necessary in their county area of responsibility. If there is water in the county they have some water rescue capability, and some certified SCUBA divers on the team.

Utah Search and Rescue operations are in accordance with the National SAR Plan. All searches requiring more assets than are available in the county are coordinated through the RCC at Scott Air Force Base, as are all air searches.

In addition, the U. S. Coast Guard has responsibility in two lakes in the State (Power11 and Flaming Gorge). Also, the Coast Guard Auxiliary has units available to augment water search and rescue in the other State waters.

Search or rescue operations initiating in a State Park, National Park, National Forest, or other federally controlled land, is normally passed to the local sheriff as quickly as possible, by mutual agreement.

VERMONT

U. S. Coast Guard; Mast.

VIRGIN ISLANDS

Not available.

WASHINGTON

The agencies and organizations playing a role in Washington SAR activities are: State Emergency Services, State Aeronautics, Military Department, Ecology, Natural Resources, Social Services, Fisheries, Parks and Recreation, Washington State Patrol, Labor and Industries, Game, other State agencies, WMRA, WESAR, SAR Dogs, Scuba Volunteers, Motorized Volunteer Units, Private Aircraft, Civil Air Patrol, Ski Patrol, USAF, USCG, US Army Federal Communication Commission, US Forest Service, National Park Service, US Navy, Federal Aviation Agency, Sheriffs Offices and other agencies of local government.

Note: Washington does not have an individual designated Marine SAR Coordinator. This material was abstracted from the State SAR plan that Washington submitted to the NASBLA Study Project staff. These organizations and individuals can be contacted either initially or through Emergency Services when necessary.

WEST VIRGINIA

State Police, County Sheriff Departments, Volunteer Fire Departments, City Police and County Emergency Squads.

WYOMING

Each county has a Sheriff and our larger towns have some capabilities. The Federal Agencies - Forest Service - National Park Service also have resources.

Z. STATE MARINE SAR CHAIN OF COMMAND

Marine SAR is most frequently a local effort. Even where there is an individual designated State Marine SAR Coordinator, organization tends to be informal. The SAR Coordinator will contact the various State, local and voluntary organizations when it is necessary to coordinate on a large scale, but in Marine SAR this is quite rare. SAR is generally handled on the spot by local police and firemen, local boating law enforcement officers and volunteer patrols, etc. Given the nature of the emergency -- one drowning individual, or one sinking vessel, etc. -- if it cannot be handled immediately, it is generally too late.

7. STATE MARINE SAR OF COMMAND

ALABAMA

Command structure is informal. Each unit has its own chain of command, from there to local Civil Defense Department, then to State Civil Defense Department.

COLORADO

Usually the local sheriff takes command of the situation.

DELAWARE

The Boating Administrator directs the Marine Police whose duties cover SAR. He reports to the Manager of Fisheries, who reports to the Director, Division of Fish and Wildlife, who reports to the Secretary, Department of Natural Resources and Environmental Control, who reports to the Governor. Volunteer fire departments with boats report to their Chief.

DISTRICT OF COLUMBIA

Chief of Police; Field Operations Officer; Commander, Special Operations Division; Commanding Officer, Special Details Branch; Commanding Officer, Harbor Section (Harbor Master).

FLORIDA

Depend on circumstances: normal circumstances radio-room receives call and notifies Chief Law Enforcement's Officer. On holidays, radio room notifies duty officer. In both the above cases, SAR is affected.

GUAM

Complaint is filed at Police Headquarters, referred to Harbor Patrol Unit, Rescue coordination informed, size, the situation, then act.

MICHIGAN

The State of Michigan does not administer an overall SAR organization. The SAR organization is primarily in the hands of the local County Sheriff who initiates action on most SAR problems. Because of his knowledge of local areas, conditions and resource people, he is capable of immediate and effective SAR procedures to fit the need. He requests assistance from State Police and Conservation officers, the Coast Guard, subordinate units and sportsmen organizations.

NEBRASKA

As was stated previously, Nebraska does not have a State SAR organization. When a drowning occurs, the local conservation officer and sheriff are involved immediately. If recovery is not immediate, the District Supervisor of Law Enforcement (5 in the State) is contacted, who inturn coordinates the recovery effort, arranges for additional personnel and equipment, etc.

NEVADA

Director, Nevada Department of Fish and Game; Chief, Enforcement Division; Staff Specialist, Boating; Regional Supervisor; and Regional Assistant, Law Enforcement.

NEW HAMPSHIRE

Alton H. Stone, Director of Safety Services.

NEW JERSEY

None.

NEW MEXICO

SAR Unit Boat Officer to Park Superintendent to Boating Safety Officer to Assistant Director to the Director.

NEW YORK

There is no State SAR Coordinator, although the Division of Marine and recreational vehicles will participate in coordination upon occasion. While New York has a State plan, its scale makes it more practical for the plan to be managed through the 452 independent authorities.

OHIO

Division of Watercraft would organize and operate SAR efforts through an on-the-scene commander who would be one of our district supervisors. The on-the-scene commander would supervise all state, county, city, or other participants.

OKLAHOMA

Call any Lake Patrolman or Highway Patrol District.

OREGON

See Item #13.

PENNSYLVANIA

Very loose organization. Generally here is what happens: (1) Incident occurs (2) call goes to state or local police (3) PFC Waterways Patrolman and Local Voluntary Water Rescue Squads are contacted

AD-A098 699 NATIONAL ASSOCIATION OF STATE BOATING LAW ADMINISTRAT--ETC F/8 5/4
STUDY PROJECT COMPRISING TWO SURVEYS ON BEHALF OF THE NATIONAL --ETC (U)
JUN 78 CG-1401-91

USC8-8-OSR-4-2-81

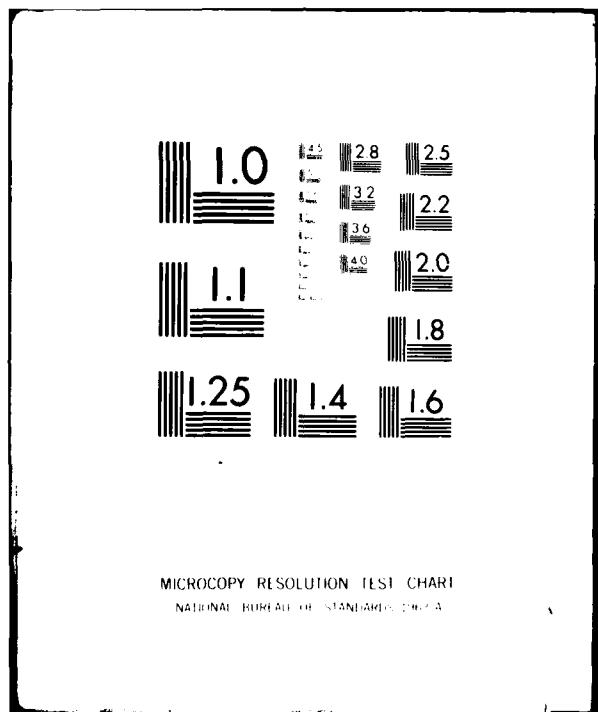
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by police by phone or by county emergency radio net
(4) upon arrival on scene, PFC Waterways Patrolman
coordinates efforts.

RHODE ISLAND

None because of split enforcement responsibility.
Only Division Boating Safety entrusted in function
at this time. Note: Above equipment mostly Division
of Enforcement v/s Boating Safety.

SOUTH CAROLINA

Chief of Boating - Chief of Law Enforcement -
District Supervisor - County Unit Leader - Conservation
Officers.

TENNESSEE

Unknown.

TEXAS

Have no chain of command, use channels of assistance
beginning at local government, district, state and
federal level.

UTAH

See Question #6.

VERMONT

Operations Office at head followed by Troop Commander,
five Troop Headquarters.

VIRGIN ISLANDS

The Boating Law Administrator is sometimes notified
by the Coast Guard or local police. Sometimes a
request comes from a local citizen. The officers
are under the direct supervision of the Boating Law
Administrator.

WASHINGTON

There is no Marine SAR Director. However, there is a
Search and Rescue Director, under the Director of State
Emergency Services, who is directly responsible to the
Governor. The Search and Rescue section may be called
upon to assist local SAR efforts, as coordinator of
efforts by the various State agencies with SAR capabili-
ties, although any of these agencies may be called
upon directly to deal with a given situation. The
Search and Rescue section will call upon voluntary
organizations when such assistance is necessary.

Note: This statement was abstracted from the Wash-
ington State SAR plan submitted to the NASBLA Study
Project staff.

WEST VIRGINIA

In case of major search; Governor, Director of DNR, Chief Conservation Officer, Captain Conservation Officer, Sergeant Conservation officer.

WYOMING

The State doesn't have a formal organization. The Sheriff in a county is notified and we make our facilities available to him.

8. MARINE SAR BROADCASTING

Virtually all marine SAR units are radio-equipped. However, only 11 States indicated they had a separate channel for marine SAR broadcasts. In addition to the 11, one State reported that 177 units use a separate channel and 16 do not. Of those who said yes, several were actually among the majority that share a channel or channels with other State or Territorial emergency services. Six respondents indicated that all participants in their marine SAR effort did not have compatible radio equipment; two responded that some of the participants in their programs did have compatible radio equipment.

It is doubtful that sharing a channel with other State emergency services has an impact on performance. The overwhelming majority of States and Territories have an ample communications capability.

8. MARINE SAR BROADCASTING

8. a. Does your State have a standard frequency used for Marine SAR broadcasts?
 Yes.....No.....

b. If so, give the frequency for the broadcast of SAR messages.
 AM.....FM.....CB.....

c. How many of your State's SAR units are radio-equipped?
 Are.....Are Not.....

d. Indicate the number of units using the following bands:
 AM.....FM.....CB.....

e. Do the other agencies in your State's SAR plan have compatible radio equipment?
 Yes.....No.....

STATE	YES/NO	a.			b.		c.		d.			YES/NO
		N*	FM	CB	AM	ARE NOT	AM	FM	CB			
ALABAMA	NO				136							YES
CALIFORNIA	NO											
COLORADO	NO											NO
DELAWARE (1)	NO				27	4	9	5	2			YES
DISTRICT OF COLUMBIA	YES	YES			9							NO
FLORIDA	YES	4496			ALL							
GUAM	NO				ALL							NO
HAWAII	NO											YES
ILLINOIS	NO				135							YES
KANSAS	NO											
MAINE (2)	YES	ALL			ALL							YES
MARYLAND	YES-177	21.82	39.220	9	165	28	14	165	6			YES
MICHIGAN (3)	YES				Approx 250	200		250				
MINNESOTA	NO	Most			280	110		Most				Some Do
MISSISSIPPI	N/A											
MISSOURI	YES	155.595 154.830 155.730										
NEBRASKA (4)	NO				63							YES
NEVADA	YES	157.1 & 151.457			27			28				YES
NEW HAMPSHIRE		10	7	1								
NEW JERSEY	YES	159.300			ALL							NO
NEW MEXICO	YES	156.8			5	6						NO
NEW YORK	NO							6	452	2		YES/NO (Some Do)
NORTH DAKOTA	NO				ALL							YES
OHIO	NO				26							YES
OKLAHOMA	YES	44.9										
OREGON	NO											
PENNSYLVANIA	NO				22	178						NO
RHODE ISLAND	YES	YES										Unknown
SOUTH CAROLINA	NO				256							
SOUTH DAKOTA	NO											
TENNESSEE	NO											Unknown
TEXAS	NO	42.9 37.18			ALL			ALL				YES (Directly or Indirectly)
VERMONT	NO				ALL			ALL				YES
VIRGINIA	NO											
VIRGIN ISLANDS	NO					4						
WASHINGTON (5)	YES	155.160										
WEST VIRGINIA	NO				90%	10%						ALL (State Police)
WISCONSIN	NO											
WYOMING	NO	42.82	70									YES

NOTE: The following States returned their individual REPORTING FORMS #2A but did not provide information on this question: Connecticut, Montana and Utah.

1. Delaware does not include helicopter and volunteer Fire Departments in reporting on standard radio frequency. With reference to item e., the State Police radio system is compatible.
2. State Police radio system.
3. Michigan's Department of Natural Resources broadcasts on 3 frequencies in its 89 counties. All 3 FM frequencies are used for marine SAR: FM 44.640, 44.770 and 44.800.
4. Under item c., 14 boats and 49 cars are reported radio-equipped.
5. Standard frequency used for all SAR purposes. Occasional problem with overlapping use of equipment.

9. MARINE SAR UNITS EQUIPPED FOR UNDERWATER RECOVERY

The majority of marine SAR units are not equipped for underwater recovery. This demonstrates a reasonable sense of priorities in spending available funds. When all else fails, underwater recovery cannot remedy what has taken place. Property is already severely damaged and lives are already lost.

9. STATE MARINE SAR UNITS EQUIPPED FOR UNDERWATER RECOVERY

9. How many State SAR units are equipped for underwater recovery?
ARE.....ARE NOT.....

<u>STATE</u>	<u>ARE</u>	<u>ARE NOT</u>
ALABAMA	20	116
COLORADO	4	
CONNECTICUT	Not Available	
DELAWARE	State Police have divers available; none in Marine Police, volunteer units unknown; 1 diver in depart- ment available	
DISTRICT OF COLUMBIA	1	8
FLORIDA	23	
GUAM	1	
HAWAII	2	
MAINE	We Are	
MARYLAND	All (Dragging equipment on all)	
MICHIGAN	"	
MINNESOTA	60	
MISSISSIPPI	Most do or can contract for it	
MISSOURI	2	
NEBRASKA	50	
	No divers are employed by this agency; however, several sheriffs offices do have personnel trained in underwater recovery	
NEVADA	2	25
NEW JERSEY		All
NEW MEXICO		11
NEW YORK	48	50
OHIO	4	21
OREGON	15	21
PENNSYLVANIA	35	100
SOUTH CAROLINA	Most work done by U.S.C.G. but inland and lakes are local responsibility	
SOUTH DAKOTA		Are Not
UTAH	6	30
VERMONT	5	
VIRGIN ISLANDS	1	
WASHINGTON	Approximately 50	
WEST VIRGINIA	1	

NOTES: -A REPORTING FORM was returned but no information provided on
this question by: California, Illinois, Kansas, Montana,
New Hampshire, North Dakota, Oklahoma, Rhode Island, Tennessee,
Texas, Virginia, Wisconsin and Wyoming.
-Comments are quoted from the individual State REPORTING FORM #2A.

10. ORGANIZATIONS AND AGENCIES CONTACTING STATE SAR UNITS

Units frequently have had some contact with the Coast Guard or the Coast Guard Auxiliary. They have also had contact with the police and conservation agencies that would normally be expected to play a direct role in marine SAR.

16. ORGANIZATIONS CONTACTING MARINE SAR UNITS

10. Have any of your State's SAR units ever been contacted by one or more of the following with regard to Marine SAR activities?

		YES/NO	BY WHOM?			OTHER (NAME)
STATE		USCG YES, NO	BY WHOM?	USCG AUXILIARY YES/NO	BY WHOM?	OTHER (NAME)
ALABAMA	USCG	.....	.....	
ALABAMA	USCG Auxiliary	.....	.....	
ALABAMA	Other (Name)	.....	.....	
ARKANSAS						
DELAWARE	USCG	.....	.....	
DISTRICT OF COLUMBIA	USCG	.....	.....	
FLORIDA	USCG	.....	.....	
GUAM	USCG	.....	.....	
HAWAII	USCG	.....	.....	
KANSAS ²	USCG	.....	.....	
MAINE	USCG	.....	.....	
MARYLAND	USCG	.....	.....	
MICHIGAN	USCG	.....	.....	
MINNESOTA	USCG	.....	.....	
MISSISSIPPI	USCG	.....	.....	
MISSOURI	USCG	.....	.....	
MONTANA	USCG	.....	.....	
NEBRASKA	USCG	.....	.....	
NEVADA	USCG	.....	.....	
NEW JERSEY	USCG	.....	.....	
NEW MEXICO	USCG	.....	.....	
NEW YORK	USCG	.....	.....	
OHIO	USCG	.....	.....	
OREGON	USCG	.....	.....	
RHODE ISLAND ³	USCG	.....	.....	
SOUTH CAROLINA	USCG	.....	.....	
TEXAS	USCG	.....	.....	
VERMONT	USCG	.....	.....	
VIRGINIA	USCG	.....	.....	
VIRGIN ISLANDS	USCG	.....	.....	
WEST VIRGINIA	USCG	.....	.....	
WYOMING	USCG	.....	.....	

NOTES: -A REPORTING FORM was returned but no information provided by: Connecticut, Illinois, North Dakota, Oklahoma, South Dakota, Tennessee, Utah, Wisconsin and Washington. Pennsylvania indicated the information was not known. California indicated the information was not available.

-Comments are quoted from the individual State REPORTING FORM #2.

1. Coast Guard for personnel to attend SAR school otherwise know of none.
2. None of the respondents indicated such. I do know that the U.S.C.G. Auxiliary is called on by some of the sheriff's offices to assist on some occasions (their assistance is appreciated...). Apparently the contacts are in reverse of that indicated by this question.
3. Contact made by me only. Started to build program. Now working with both USCG and Auxiliary.

II. STATE MARINE SAR SEARCHES

The available records do not begin to approximate total SAR activity. As noted throughout this report, marine SAR is generally handled at the local level on a very immediate basis. Elaborate record-keeping and reporting to the State level would do little to facilitate more effective action. New York lists 1,439 searches, while Texas records five official requests and estimates there had been 5,000 assists, although no records are kept. The records do indicate that SAR activity is extensive enough to merit serious attention and support.

11. STATE MARINE SAR SEARCHES

11. How many times during FY 74 have your State, county (or local) SAR headquarters or local units been involved in a search for persons thought to be lost in the water?

Boat	.....
Swimmer	.....
Hunter-Fisherman	.....
Aircraft	.....
TOTAL	.....

STATE	BOAT	SWIMMER	HUNTER-FISHERMAN	AIRCRAFT	TOTAL
ALABAMA	230	40	20	1	291
COLORADO	9		4	1	14
CONNECTICUT ¹					
DELAWARE	20 approx.	2	5	1	28
DISTRICT OF COLUMBIA	280		15		295
FLORIDA	Unknown	Unknown	Unknown	Unknown	Unknown
GUAM	65	35		1	101
HAWAII	20	46	1		67
ILLINOIS	30	40	10		80
KANSAS	236	45	24	6	311
MAINE ²					
MARYLAND ³	80	57			137
MICHIGAN	571	87	73	7	738
MINNESOTA	58	34	26	7	125
MISSISSIPPI	63				63
MISSOURI	65	7	30	2	104
NEBRASKA ⁴		5	3		8
NEVADA	6			1	7
NEW JERSEY	360	37		1	398
NEW MEXICO	12	1	1		14
NEW YORK	1309	71	49	10	1439
NORTH DAKOTA		19			19
OHIO	1110			8	1118
OREGON	16	5	35		56
PENNSYLVANIA ⁵	139	3		1	143
RHODE ISLAND ⁶					
SOUTH CAROLINA ⁷					
TEXAS ⁸			1	4	5
UTAH	2	6	2	1	11
VERMONT	61	13	21	5	100
VIRGINIA	209	24	96	3	332
VIRGIN ISLANDS	2		2		4
WASHINGTON	48		75	15	138
WEST VIRGINIA	9	50	2		61
WYOMING ⁹					

NOTES: -As the above figures are necessarily incomplete, categorical totals are not provided.

-The following States returned their individual REPORTING FORMS #2A but did not answer this question: California, Montana, New Hampshire, South Dakota and Wisconsin.

-The following States indicated the totals were unknown: Oklahoma and Tennessee.

1. No breakdown of SAR safety figures.
2. These statistics have not been compiled.
3. 1,949 man hours devoted to dragging for drowning victims in the swimmer category.
4. Numerous searches were participated in when a person was known to be lost. For example, in 1974, 22 boating accidents involving 14 injuries and 2 deaths were investigated.
5. Pennsylvania Fish Commission statistics only are available.
6. No records kept.
7. Records not kept in 1974, but will be available in 1975.
8. Formal requests only. No official record is available. Estimated number is: 5,000 total.
9. Our personnel have never kept records on assists.

12. AVAILABILITY OF STAFF TO ATTEND SAR WORKSHOPS

Only 3 respondents indicated that SAR unit personnel would generally not be available to attend water rescue workshops within a radius of 100 miles. Assuming that such workshops were not excessively time consuming, attendance might prove excellent. A lot would depend on whether or not the first few such workshops were found helpful to the participants.

12. AVAILABILITY OF STAFF TO ATTEND SAR WORKSHOPS

12. Would staff of your State's SAR units be able to attend a workshop on water rescue procedures if held within a radius of one hundred miles?

Yes.....No.....

If yes, number of units?.....

<u>STATE</u>	<u>YES</u>	<u>IF YES, NUMBER OF UNITS?</u>	<u>NO</u>
ALABAMA ¹			
CALIFORNIA	N/A		
COLORADO	Yes		
DELAWARE ²			
DISTRICT OF COLUMBIA	Yes	40	
FLORIDA	Yes		
GUAM	Yes	6	
HAWAII			No
ILLINOIS	Yes		
KANSAS	Yes	52	
MAINE	Yes	38	
MARYLAND	Yes		
MICHIGAN	Yes		
MINNESOTA	Yes	75	
MISSISSIPPI	Yes		
MISSOURI	Yes	2	
NEBRASKA	Yes	10	
NEVADA	Yes	2	
NEW JERSEY			No
NEW MEXICO	Yes	3	
NEW YORK	Yes	25	3
NORTH DAKOTA	Yes		
OHIO	Yes	3	
OKLAHOMA	Yes		
OREGON	Yes	15	
RHODE ISLAND	Yes		
SOUTH CAROLINA	Yes		
SOUTH DAKOTA			No
TENNESSEE	N/A		
TEXAS	Yes		
UTAH	Yes		
VERMONT	Yes	5	
VIRGINIA	Yes		
VIRGIN ISLANDS	Yes	7	
WASHINGTON	Yes		
WEST VIRGINIA	Yes		
WYOMING	Yes	10	

N/A - Not Available.

NOTE: The following States returned their individual REPORTING FORMS #2A but did not answer this question: Connecticut, Delaware, Montana, Pennsylvania and Wisconsin.

1. Unknown. This will depend on the unit commander.
2. Probably depend on funds available, but believe an effort will be made to send personnel who are on State payroll.

13. ADDITIONAL COMMENTS ON MARINE SAR

In this section we present the comments of Boating Law Administrators on their marine SAR organizations and facilities. The State and Territorial authorities deal with many of the same problems, but often under very different conditions. Rather than attempt to summarize the comments received, the following pages contain the principal information submitted.

13. ADDITIONAL COMMENTS ON MARINE SAR

ALABAMA

The amount of funds expended on Search and Rescue cannot be determined. Each individual unit has its own method of procuring funds. The state makes no appropriation to any volunteer unit.

CALIFORNIA

The State of California does not have a single agency assigned to the responsibility of coordinating and executing a state-wide "Marine SAR Program." The responsibility for the ordinary day to day SAR operations has been delegated primarily at the county level and is generally administered by the local sheriff's office.

The State Office of Emergency Services, through its Law Enforcement Division, is responsible for the planning and coordination of State mutual aid support to local entities in the case of disorders, demonstrations, riots, and natural or war-caused disasters.

Mutual aid support is only used after local entities and adjacent governmental aid has been totally committed, or whenever the magnitude of the emergency is such that the best interest of the State will be served by involvement of State resources before the total commitment of all local resources. This support includes all SAR emergencies. Primary State agencies responsible for mutual aid support and assistance to the local law enforcement agencies during periods of all emergencies are:

- (a) Office of Emergency Services
- (b) Governor's Office
- (c) California Highway Patrol
- (d) Department of Justice
- (e) Department of Fish and Game
- (f) State Military Forces

Other agencies that could be expected to render mutual aid support are:

- (a) United States Army

- (b) United States Coast Guard
- (c) United States Navy
- (d) Air Force Rescue Coordination Center

Most of the specific information you requested is scattered throughout the various counties, and could not be obtained in time to meet your request.

COLORADO

This state has a very fine search and rescue program, however, almost every search or rescue operation involves an Alpine type situation - injured mountain climbers, lost hunters and hikers, stranded snowmobilers, downed aircraft, etc. Due to the fact that most lakes and reservoirs in this State are relatively small and the rivers seldom reach a flood stage, search and rescue operations involving boats has been minimal. In this State, the sheriffs departments are usually capable of handling most marine SAR operations. Those departments have in the past received full cooperation in the matter of equipment and manpower requested from any of the regular SAR units available in the State, state agencies and military personnel from different military bases with the State.

CONNECTICUT

Please refer to the attached letter and Boating Safety Checklist for an explanation concerning the SAR procedures in the State of Connecticut.

DELAWARE

No, most figures used as estimates as our units are spread out and of a volunteer nature.

We would like a copy of another small state's SAR plan if you have one or a format that would assist me in making up a State plan. (Use standard State frequency and Channel 16FM.)

GUAM

Our unit is still researching for a better system of SAR Mission. We appreciate if you have any system on hand that we can have and implement to ours. U.S.C.G. System is what we are using.

HAWAII

Answers based on information obtained from the City and County of Honolulu Fire Department.

ILLINOIS

Illinois does not have an organized SAR unit on statewide basis. All Conservation Police Officers are equipped and available for SAR in their assigned areas but it is on a local basis only. Also, there are numerous local volunteer, civil defense and county sheriff units that operate locally throughout the state. This has proven to be very effective throughout the state since each county sheriff is responsible for and has full jurisdiction in these matters and we act as a support unit at his request.

MARYLAND

The State of Maryland operates the Natural Resources Police Force which is divided into two divisions, Inland Division for the enforcement of upland game, fresh water fish, and boating laws on fresh water lakes and non-tidal waters; Marine Division for the enforcement of the laws on the tidal waters as they relate to fish, crabs, oysters, clams and boating. The Marine Division has been in existence for over a century and has an expert knowledge of the Chesapeake Bay and tributaries.

MICHIGAN

Michigan has a decentralized type SAR organization, centered around the local county sheriff and his abilities to gather in and organize an SAR group to meet the challenge on hand. As needs dictate, he is prepared to contact trained resource people from the various federal, state, county and local authorities.

SAR equipment, such as automobiles, aircraft, boats, snowmobiles, etc., are near at hand, highly mobile and ready to go. All resource personnel have training in their respective spheres of operation.

NEBRASKA

Submitted herewith are Reporting Forms No. 1 and No. 2A for fiscal year 74. In your review of Form 2A, you will note that we left several questions unanswered as Nebraska does not have a standardized Search and Rescue Program. This activity is a joint effort by this agency and by the respective county sheriff. All of our conservation officers have a boat and the necessary recovery equipment assigned to them or at their disposal. Very few sheriffs have such, however, most fire departments

in the larger municipalities do and are most cooperative in recovery activities.

NEVADA

All Game Wardens with boating safety patrol time assignments are subject to call on a SAR mission. All vehicles and boats have radio frequency 151.475, Fish and Game frequency, four marine band radios with frequency 157.100 are being purchased.

Enforcement personnel in southern Nevada have been certified as qualified divers and are available in conjunction with SAR missions.

The local Police Departments, Fire Departments, and County Sheriffs in the larger counties do a certain amount of SAR work on their own volition. The smaller counties with little equipment or experience notify the Department of Fish and Game.

NEW JERSEY

I do not have the manpower or the funds to survey all the organizations in New Jersey that have a SAR capability.

NEW MEXICO

The land locked waters of New Mexico are small and difficult to become lost on. The majority of our searches occur because a concerned member of a family reports the husband missing who went fishing at 8:00 and hasn't returned by 2:00. The New Mexico State Police has an excellent diving team which handles our underwater recovery searches. It is because of our small bodies of water and the assistance of the State Police Diving Team that New Mexico does have an adequate SAR program.

NORTH DAKOTA

North Dakota is an inland state having very few natural lakes. With the exception of two all reservoirs have a surface area of less than 5,000 acres. Further, we have approximately 15,000 boats used primarily for pleasure including fishing.

The above makes it readily apparent that we do not need a Marine SAR similar to that of a costal or Great Lakes state.

Our law enforcement division plus the several county

sheriffs personnel can adequately handle all search and rescue activities.

All state enforcement personnel have assigned radio frequencies that are tied into State Radio making it convenient to contact any sheriff's office as well as state highway patrol.

OHIO Enclosed are the forms which were sent out and used in compiling this report.

OREGON Our present program appears to meet all known requirements. However, since the county sheriff controls most efforts in his county and state police operations are controlled at the district post level, the program is not centrally controlled or organized. I see no such need for centralization at this time. Also, see enclosures.

EXECUTIVE ORDER NO. EO - 71 - 19

ESTABLISHING A SEARCH AND RESCUE CENTER

Ground search and rescue incidents are becoming an increasingly significant problem in Oregon. Last year more than 200 persons were reported lost in the state's outdoor recreational areas. This unenviable record was exceeded during the first eight months of 1971. Action must be taken now to make search and rescue operations more prompt and effective, so loss of life can be minimized.

IT IS HEREBY ORDERED AND DIRECTED that the Emergency Services Division establish, within available resources and current budget limitations, a Search and Rescue Center to: (1) Provide overall coordination of ground search and rescue operations throughout the state; (2) assist local authorities in developing new, or expanding existing, volunteer search and rescue support units; and (3) develop public information programs and

special projects designed to promote and encourage outdoor safety throughout Oregon.

* * *

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE OREGON STATE SHERIFFS' ASSOCIATION
AND
OREGON STATE EMERGENCY SERVICES DIVISION

WHEREAS, it is recognized that search and rescue operations function under the direction of local authorities; and,

WHEREAS, the majority of Oregon Sheriffs have accepted the responsibility for search and rescue missions within their respective counties; and,

WHEREAS, the Oregon State Emergency Services Division is in the position to assist in supplying central coordination for ground search and rescue administrative functions,

NOW, THEREFORE, the Oregon State Sheriffs' Association and the Oregon State Emergency Services Division agree as follows:

I. The Oregon State Emergency Services Division will establish an Oregon Search and Rescue Center (SAR).

A. The Oregon SAR Center will:

1. Gather SAR statistical data for dissemination to interested individuals, agencies and associations.
2. Act as a central office for coordinating the use of state-wide resources for ground and marine search and rescue activities.

3. Assist in developing new SAR units when requested by local authorities.
4. Cooperate with the Sheriffs' Association's SAR Training and Standards Board in developing SAR training programs.
5. Develop and maintain a list of volunteer SAR specialists who, upon request to the SAR Center, would be available to assist a county on problem SAR missions, or to assist a county in organizing and training new units in special SAR techniques and skills.
6. Provide injury benefits for eligible SAR personnel as defined in ORS 401.805 through 401.860.
7. When applicable, assist in locating eligible surplus equipment for use in SAR functions.
8. Promote education of safety measures in outdoor activities.
9. Develop public information programs and special projects designed to promote and encourage outdoor safety throughout Oregon.

II. The Sheriffs will:

- A. Appoint a Search and Rescue Chief. In those counties in which the Sheriff does not participate in search and rescue, the County Emergency Services Director or local governing body, whichever is appropriate, may appoint the Search and Rescue Chief. The Search and Rescue Chief will serve under the direction and control of the appointing authority.

B. Provide for a Search and Rescue Training and Standards Board.

The SAR Training and Standards Board shall promote ground search and rescue by improving the competence of search and rescue personnel through the establishment of training programs and minimum standards of training and recruitment, including certification of qualified search and rescue personnel and organizations.

Minimum basic requirements shall include first aid or medical self-help, map and compass readings.

C. Establish necessary regulations for the SAR Chief to coordinate and cooperate with the Oregon SAR Center in the following manner:

1. All SAR Chiefs to designate alternates to succeed them to provide continuity of command in the event they are absent, disabled or otherwise unable to perform their functions.

A roster naming the SAR Chief and succession of alternates, with their addresses and telephone numbers, shall be furnished the Oregon SAR Center.

2. A search and rescue year for reporting purposes shall be based on the calendar year.
3. At the discretion of the local SAR Chief, inform the Oregon SAR Center of local SAR missions. All intercounty missions should be reported to the Oregon SAR Center at the earliest practical time.

4. A complete report for statistical purposes of all SAR missions is to be forwarded to the Oregon SAR Center within thirty (30) days of completion of the mission.

These reports may be made on the uniform reporting forms provided by the Oregon SAR Center or otherwise providing the necessary data.

5. All SAR members will sign a loyalty oath, a record card, and log their time for all SAR functions, to be covered under the insurance provisions of ORS 401.805 through 401.860.

PENNSYLVANIA

Most of the SAR as we know it in Pennsylvania is done by the more than 67 Water Rescue Squads. These squads consist of volunteers organized much the same as a Volunteer Fire Department, in fact many are adjuncts of Volunteer Fire Departments. Their operating funds are derived from local promotions such as bingos, food sales, etc., and some revenue sharing through Civil Defense. Pennsylvania waters are unique from a SAR point of view. Except for Lake Erie and the Philadelphia metropolitan area (where Coast Guard facilities are located), all other bodies of water are small and reasonably congested. Hence, when an incident occurs, the victim is either (a) rescued by a nearby private party or enforcement patrol, (b) rescues himself, or (c) is gone forever, before an organized SAR effort can be mounted. The end result is that the "SAR" effort becomes a Body Recovery Operation.

RHODE ISLAND

Feel that in Rhode Islands Marine SAR play important part of well rounded Boating Program. Little need for fresh water activity excepting underwater. Here local fire department do very well.

SOUTH CAROLINA

In addition to the FY 74 Reporting Form #2A, I feel that I can give you a better description of South Carolina's Marine Search and Rescue program as follows.

South Carolina's Boating Administrator is in charge of all Marine SAR operations on state waters. He has any number of 170 State Conservation Officers of whom he can draw on for the amount of manpower needed for SAR operations. These conservation officers are strategically located throughout the state's eight law enforcement districts, which gives them the advantage of being familiar with the waters in their respective districts. Dragging equipment is issued to all conservation officers.

The supervision of SAR operations is usually delegated to the Assistant Chief of Boating, the Boating Safety Officer or to one of the eight district supervisors.

Additional assistance is normally obtained from local sheriff's departments or local rescue squads that have a variety of talent ranging from good to fair but are usually very helpful in that they are familiar with the search area.

We do not have a standard state search plan but depend upon the officer in charge of the particular mission to gather data and formulate a plan to meet the emergency.

Practically all of South Carolina's marine SAR efforts are on inland rivers or lakes with the exception of assisting Coast Guard on rare occasions in off-shore efforts when requested.

Our efforts and results have been good and we do not presently feel the need for elaborate planning or unnecessary search and rescue equipment as suggested in the National Search and Rescue Manual which is designed for extensive large scale off shore operations. However, we are very receptive to schools or ideas that would improve our inland efforts or the overall efficiency of our SAR program.

SOUTH DAKOTA

Our Conservation Officers assist often with search for lost boats-persons and assist recovering drowned persons.

TENNESSEE

Most SAR maneuvers are carried out by the Civil Defense and related organizations. Tennessee Wildlife Resources Agency Wildlife Officers aid in these SAR's when called upon. Sorry that this report is so brief, but with the information at hand, it is the best we can do.

TEXAS

Search and Rescue Operations in Texas are a function of local authorities regardless of the target. When outside assistance is required, state facilities, i.e., Game Wardens, State Police, etc., are assigned to assist local efforts. In the event additional resources are required, the Coast Guard, Air Force Rescue and Recovery Center and other Department of Defense agencies provide assistance, either directly or through the Civil Air Patrol. The State Division of Disaster Emergency Services serves as a clearinghouse for support requests and as the State SAR Coordinator. The National Search and Rescue Manual is used as the primary guide supplemented by Civil Air Patrol Manual 50-15 and various rescue publications of the Defense Civil Preparedness Agency. Many underwater search and rescue teams are trained and available from local agencies. These are all scuba-type teams and there are no government sponsored hard hat teams. State Police, State Highway, and Parks and Wildlife radio systems are used in support of search and rescue activities.

VIRGIN ISLANDS

We are in the process of obtaining radio communications that will be compatible with all local agencies.

WEST VIRGINIA

SAR in West Virginia is mainly body recovery from boating and swimming accidents. There is no place in the state that a boat could get out of sight of land. Other SAR Activities - Silver Bridge disaster, floods, etc.

WISCONSIN

Wisconsin State Employees (DNR Wardens and State Traffic) respond to Sheriff's Department.

The search and rescue responsibilities are delegated to the individual sheriff's departments of the 72 counties by Statutes. The Department of Natural

Resources does not have a master plan or organizational structure for search and rescue as we do not have the legislative responsibility. In view of this I did reproduce Form 2B and sent it to the shieriffs department for completion. To date, I have only received the enclosed replies.

WYOMING

The State is a loose knit outfit, but our response time to a reported incident is relatively short.

SUMMARY AND CONCLUSIONS

FY 74 REPORTING FORM #2

This initial overview of State and Territorial marine SAR facilities has added substantially to what has been a diffused and limited store of information. The findings of this Study may be summarized as follows:

- * The overwhelming majority of respondents stated that their marine SAR capability is good, or at least adequate. These estimates were based on the assumption that, the Coast Guard and other Federal agencies would continue their traditional supplementary role.
- * While some States and Territories do not have an individual formally designated as Marine Search and Rescue Coordinator, all are organized to go beyond local resources when an emergency requires.
- * Because of widely different requirements for SAR capability and differing traditions and requirements for State and local government relationships, SAR organization necessarily differs widely from State to State.
- * While not all States have a formal plan, the pattern of organization conforms to the National Search and Rescue Manual.
- * Though a minority of respondents have a radio broadcast channel limited to marine SAR, the overwhelming majority report that the channels they share with other emergency services provide an excellent communication network.
- * As with other boating expenditure categories, it is difficult to segregate marine SAR expenditures. Personnel and equipment necessarily are dual and/or multiple purpose.

- * To date there has been no Federal assistance program to the States and Territories for the purchase of marine SAR equipment or to supplement marine SAR personnel. Because of the multi-purpose nature of much boating safety personnel and equipment, it is probable that some equipment purchased through the Federal grant program has been partially used for marine SAR.
- * In a preliminary estimate of needed additional marine SAR equipment, the equipment requested might cost from \$5,500,000 to \$12,000,000. The most likely figure would be the median, or \$8,750,000. The figure would probably at least double if local authorities were to assume subsidized equipment could be purchased; undoubtedly, in that event, there would be more responses to inquiries on equipment needs.
- * State boating agencies have in the past benefited from distribution of surplus Federal equipment. Such equipment might considerably reduce the cost of grant program funds for marine SAR. Another approach to cost reduction might be the purchase of used equipment, when feasible and when it is found capable of good performance.
- * The majority of State and Territorial Boating Law Administrators report that a substantial number of marine SAR personnel would attend training sessions held within a radius of 100 miles. Some indicated their unit personnel would participate if these workshops proved useful.
- * SAR equipment requirements are generally of a highly local nature. While a complete statement of needs is impossible -- How many lives can one save? How many can be saved by "enough" equipment? -- comprehensive interviews reaching down to the local level are necessary for the most thorough information possible.

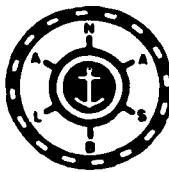
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APPENDIX

STATE AND TERRITORIAL BOATING LAW ADMINISTRATORS,
ASSOCIATE MEMBERS AND OTHER INDIVIDUALS

NATIONAL ASSOCIATION OF
STATE BOATING LAW ADMINISTRATORS

EMBASSY SQUARE
2000 N STREET, N.W.
WASHINGTON, D.C. 20036



AREA CODE 202
872-8100

Revised as of

May 23, 1975

NASBLA MAILING LIST

OF

STATE AND TERRITORIAL BOATING LAW ADMINISTRATORS*,
ASSOCIATE MEMBERS AND OTHER INDIVIDUALS

ALABAMA (205) 832-6350

* Mr. Tom Shackelford
Director
Division of Water Safety
Department of Conservation & Natural
Resources
State Administrative Building
Montgomery, Alabama 36104

ALASKA (907) 465-4300

* Mr. Pat Wellington
Commissioner
Department of Public Safety
Pouch "N"
Capitol Building
Juneau, Alaska 99801

Ensign E. Smith
Office of Boating Safety
U.S. Coast Guard
P.O. Box 3-5000
Juneau, Alaska 99802

ARIZONA (602) 942-3000

Mr. Tom Alexander
Boating Administrator
Arizona Game and Fish Department
2222 West Greenway Road
Phoenix, Arizona 85068

AMERICAN SAMOA (Dial 0) 633-4733

Commander R. Bell
Commanding Officer
U.S. Coast Guard Station
P.O. Box 249
Pago Pago, American Samoa 96799

ARKANSAS (501) 371-1294

Mr. J. B. Welch
Boating Administrator
Arkansas Game and Fish Commission
#2 Capitol Mall
Little Rock, Arkansas 72201

CALIFORNIA (916) 445-6281

* Mr. Frank Torkelson
Director
Department of Navigation and Ocean
Development
1416 Ninth Street
Sacramento, California 95814

Mr. Larry Thomas
Chief
Boating Operations Division
Department of Navigation and Ocean
Development
1416 Ninth Street
Sacramento, California 95814

Mr. Richard O. Worrall
Manager
Vessel Registration Section
Department of Motor Vehicles
P.O. Box 780
Sacramento, California 95814

COLORADO (303) 892-3437

Mr. Pat L. Hatch
Boat Safety Coordinator
Division of Parks and Outdoor Recreation
Department of Natural Resources
1845 Sherman Street
Denver, Colorado 80203

* When there are two or more individuals listed for a State or Territory, an asterisk designates the Boating Law Administrator.

CONNECTICUT (203) 566-4522

* Mr. Theodore B. Bampton
Deputy Commissioner
Department of Environmental
Protection
State Office Building
Hartford, Connecticut 06115

Mr. Robert Buyak
Assistant Chief
Law Enforcement Unit
State Office Building
Hartford, Connecticut 06115

DELAWARE (302) 678-4431

Mr. George W. Stewart, Jr.
Boating Administrator
Division of Fish and Wildlife
Department of Natural Resources &
Environmental Control
Tatnall Building
Dover, Delaware 19901

DISTRICT OF COLUMBIA (202) 626-2244

* Chief Maurice J. Cullinane
Chief of Police
Metropolitan Police Department
300 Indiana Avenue, N.W.
Washington, D.C. 20001

Lt. Thomas M. McGlynn
Harbor Master
Harbor Section
Metropolitan Police Department
550 Water Street, S.W.
Washington, D.C. 20024

Mr. Werner G. Passarge
Boating Safety Officer
Harbor Section
Metropolitan Police Department
550 Water Street, S.W.
Washington, D.C. 20024

FLORIDA (904) 488-1195

* Mr. Harmon W. Shields
Executive Director
Department of Natural Resources
Larson Building
Tallahassee, Florida 32304

Major Jack D. Thompson
Director of Boating Safety
Department of Natural Resources
Larson Building
Tallahassee, Florida 32304

FLORIDA (cont.)

Mr. Otho B. Clark
Chief
Bureau of Boating Registration &
Licenses
Department of Natural Resources
Larson Building
Tallahassee, Florida 32304

GEORGIA (404) 656-3534

Mr. Robert S. Baker
Coordinator of Special Services
Game and Fish Division
Department of Natural Resources
Trinity-Washington Building
Atlanta, Georgia 30334

TERRITORY OF GUAM (Dial 0) 477-9811

Mr. Gregorio G. Perez
Director of Public Safety
Department of Public Safety
Government of Guam
Agena, Territory of Guam 96910

HAWAII (808) 548-2515

Mr. Thomas H. Stratton
Boating Administrator
Department of Transportation
Harbors Division
79 S. Nimitz Highway
Honolulu, Hawaii 96813

IDAHO (208) 384-3628

Mr. Richard P. Peterson
Director
State Department of Parks
and Recreation
State House
Boise, Idaho 83707

ILLINOIS (217) 782-2837

* Mr. Anthony T. Dean
Director
Department of Conservation
605 State Office Bldg.
Springfield, Illinois 62706

Mr. William Brey
Chief
Law Enforcement Division
Department of Conservation
605 State Office Bldg.
Springfield, Illinois 62706

ILLINOIS (cont.)

Mr. Jack Cohlmeier
Assistant Chief
Law Enforcement Division
Department of Conservation
605 State Office Bldg.
Springfield, Illinois 62706

Mr. Kenneth E. Gruenewald
Department of Conservation
605 State Office Bldg.
Springfield, Illinois 62706

INDIANA (317) 633-5254

Mr. Phillip Ohmit
Boating Law Administrator
Law Enforcement Division
Department of Natural Resources
State Office Building
Indianapolis, Indiana 46204

IOWA (515) 281-3448

Mr. Roy L. Downing
Superintendent of Waters
Iowa Conservation Commission
300 Fourth Street
Des Moines, Iowa 50319

KANSAS (316) 672-6473

Mr. Oliver J. Gasswint
Boating Act Administrator
Forestry, Fish and Game Commission
P.O. Box 1028
Pratt, Kansas 67124

KENTUCKY (502) 564-3910

Mr. H. Doug Shoulders
Administrator
Division of Water Enforcement
Department of Transportation
State Office Building
Frankfort, Kentucky 40601

LOUISIANA (504) 527-8220

Mr. Hurley Campbell
State Boating Law Administrator
Wild Life and Fisheries Commission
400 Royal Street
New Orleans, Louisiana 70130

MAINE (207) 289-2572

Mr. Robert H. Johnson
Director
Bureau of Watercraft Regis. & Safety
State Office Building
Augusta, Maine 04330

MARYLAND (301) 267-1111

* Mr. James B. Coulter
Secretary
Department of Natural Resources
Tawes State Office Building
Annapolis, Maryland 21401

Mrs. B. B. Crandall
Department of Natural Resources
Tawes State Office Building
Annapolis, Maryland 21401

Commander Roy W. Rafter
Superintendent
Natural Resources Police
Department of Natural Resources
Tawes State Office Building
Annapolis, Maryland 21401

Mr. William B. Matthews, Jr.
Department of Natural Resources
Tawes State Office Building
Annapolis, Maryland 21401

MASSACHUSETTS (617) 727-3900

Mr. Alfred F. Nataloni
Director
Division of Marine & Recreational
Vehicles
Department of Public Safety
64 Causeway Street
Boston, Massachusetts 02114

MICHIGAN (517) 373-1650

* Mr. Robert W. Dyke
Administrator
Marine Safety Section
Department of Natural Resources
Stevens T. Mason Building
Lansing, Michigan 48926

Mr. Keith Wilson
922 Blanchette Drive
East Lansing, Michigan 48823

MINNESOTA (612) 296-3336

* Mr. Joseph N. Alexander
Assistant Commissioner
Minnesota Dept. of Natural Resources
350 Centennial Building
St. Paul, Minnesota 55155

Mr. William Severson
Outdoor Safety Specialist
Minnesota Dept. of Natural Resources
350 Centennial Building
St. Paul, Minnesota 55155

MISSISSIPPI (601) 354-7281

Mr. Leonard L. Bouler
Director
Mississippi Boat & Water Safety Comm.
Mississippi Manufacturers Assn. Bldg.
Suite 240 - 720 North President Street
Jackson, Mississippi 39202

MISSOURI (314) 751-3333

Colonel W. C. Murphy
Commissioner
Division of Water Safety
Department of Public Safety
505 Missouri Boulevard, P.O. Box 603
Jefferson City, Missouri 65101

MONTANA (406) 449-2652

Mr. Donald A. Malmberg
Boating Safety Officer
Enforcement Division
Department of Fish & Game
Helena, Montana 59601

NEBRASKA (402) 434-0641

* Mr. Dudley P. Osborn
State Boating Law Administrator
Nebraska Game and Parks Commission
2200 North 33rd Street
Lincoln, Nebraska 68503

Mr. Willard Barbee
Director
Nebraska Game and Parks Commission
P.O. Box 30370
Lincoln, Nebraska 68503

NEVADA (702) 784-6214

Mr. William G. Parsons
Chief of Law Enforcement
Department of Fish and Game
1100 Valley Road
P.O. Box 10678
Reno, Nevada 89510

NEW HAMPSHIRE (603) 271-3336

Mr. Alton H. Stone
Director
Division of Safety Services
Department of Safety
85 Loudon Road
Concord, New Hampshire 03301

NEW JERSEY (609) 292-3406

* Captain B. Russell Henry
Chief
Bureau of Marine Law Enforcement
Department of Environmental Protection
P.O. Box 1889
Trenton, New Jersey 08625

Mr. John J. Kent
Supervisor
Office of Motorboat Numbering
Department of Environmental Protection
P.O. Box 250
Trenton, New Jersey 08625

NEW MEXICO (505) 827-2726

Mr. C. E. Rouch
Boating Administrator
State Park and Recreation Commission
P.O. Box 1147
Santa Fe, New Mexico 87503

NEW YORK (518) 474-0411

Mr. James J. O'Brien
Director
Division of Marine & Recreational
Vehicles
State Parks & Recreation
South Mall
Albany, New York 12238

NORTH CAROLINA (919) 829-3231

Mr. Charles R. Fullwood, Jr.
Chief
Division of Motorboats and Water Safety
Wildlife Resources Commission
325 N. Salisbury Street
Raleigh, North Carolina 27611

NORTH DAKOTA (701) 224-2180

Mr. Russell W. Stuart
Commissioner
Game and Fish Department
2121 Lovett Avenue
Bismarck, North Dakota 58501

OHIO (614) 466-3686

* Mr. Norbille L. Hall
Chief
Division of Watercraft
Department of Natural Resources
Fountain Square
Columbus, Ohio 43224

OHIO (cont.)

Mr. Rodney E. Cooper
Chief
Division of Parks and Recreation
Department of Natural Resources
Fountain Square
Columbus, Ohio 43224

OKLAHOMA (405) 424-4011

* Lieutenant Bill Woford
Director
Department of Public Safety
Oklahoma Highway Patrol
Lake Patrol Division
P.O. Box 11415
Oklahoma City, Oklahoma 73111

Mr. C. C. Cowden
Director
Boat and Motor License Division
State Tax Commission
2101 North Lincoln Boulevard
Oklahoma City, Oklahoma 73194

Trooper Don Wickoff
Department of Public Safety
Oklahoma Highway Patrol
Lake Patrol Division
P.O. Box 11415
Oklahoma City, Oklahoma 73111

OREGON (503) 378-8589

Commander James A. Hadley
Director
State Marine Board
3000 Market Street, N.E. #505
Salem, Oregon 97310

PENNSYLVANIA (717) 787-2192

Captain Charles E. Leising
Director
Bureau of Waterways
Fish Commission
P.O. Box 1673
Harrisburg, Pennsylvania 17120

PUERTO RICO (809) 725-8412

Mr. José R. García
Assistant Chief
Operations Division
Maritime Department
Puerto Rico Ports Authority
San Juan, Puerto Rico 00936

RHODE ISLAND (401) 294-4521

Mr. Edward D. Bliven
Boating Law Administrator
Department of Natural Resources
Division of Boating Safety
Quonset Administration Building #7
Davisville, Rhode Island 02854

SOUTH CAROLINA (803) 795-6350

Mr. Thomas C. Welch, Jr.
Chief
Division of Boating
Wildlife & Marine Resources Department
P.O. Box 12559
Charleston, South Carolina 29412

SOUTH DAKOTA (605) 224-3396

Mr. E. R. Lamster
Law Enforcement and Boating
Coordinator
Department of Game, Fish & Parks
State Office Building #1
Pierre, South Dakota 57501

TENNESSEE (615) 741-1431

* Mr. Gary T. Myers
Chief
Boating Division
Tennessee Wildlife Resources Agency
Ellington Agriculture Center
P.O. Box 40747
Nashville, Tennessee 37204

Mr. Harvey Bray
Director
Tennessee Wildlife Resources Agency
P.O. Box 40747
Nashville, Tennessee 37204

TEXAS (512) 475-5982

Mr. Charles M. Talbert
Director of Water Safety
Marine Enforcement
Parks & Wildlife Department
John H. Reagan State Office Building
Austin, Texas 78701

UTAH (801) 328-6011

Mr. Tedd Tuttle
Boating and Recreation Vehicle Chief
Division of Parks & Recreation
1596 West North Temple
Salt Lake City, Utah 84116

VERMONT (802) 828-2104

Captain Harold F. Dean
Director
Marine Division
Department of Public Safety
Montpelier, Vermont 05602

VIRGIN ISLANDS (809) 774-3320

Dr. Arthur E. Dammann
Boating Law Administrator
Department of Conservation and
Cultural Affairs
Lagoon Fishing Center
Estate Frydenhoj
St. Thomas, Virgin Islands 00801

VIRGINIA (804) 770-4974

* Mr. Chester F. Phelps
Executive Director
Commission of Game and Inland Fisheries
P.O. Box 11104
Richmond, Virginia 23230

Mrs. Florence B. Wade
Boat Registration Supervisor
Commission of Game and Inland Fisheries
P.O. Box 11104
Richmond, Virginia 23230

WASHINGTON (206) 753-4011

Mr. Dan B. Stack
Administrator
Office of Boating/Water Safety
Washington State Parks and Recreation
Commission
P.O. Box 1128
Olympia, Washington 98504

WEST VIRGINIA (304) 348-2783

Colonel Raymond V. Eye
Chief
Law Enforcement Section
Department of Natural Resources
1800 East Washington Street
Charleston, West Virginia 25305

WISCONSIN (608) 266-8840

* Mr. Dale P. Morey
Supervisor of Boating Safety
Department of Natural Resources
P.O. Box 450
Madison, Wisconsin 53701

WISCONSIN (cont.)

Mr. Donald L. Beghin
Department of Natural Resources
P.O. Box 450
Madison, Wisconsin 53701

WYOMING (307) 777-7604

Mr. William S. Kozas
Watercraft Supervisor
Game & Fish Department
P.O. Box 1589
Cheyenne, Wyoming 82001

NASBLA EXECUTIVE DIRECTOR (202) 872-8100

Mr. Morris Victor Rosenbloom
2000 N Street, N.W.
Washington, D.C. 20036

ASSOCIATE, SUSTAINING ASSOCIATE, AND
HONORARY ASSOCIATE MEMBERS

INDIVIDUAL ASSOCIATE:

Mr. Carl F. Sheppard
The Evening and Sunday Bulletin
30 East Springfield Avenue
Philadelphia, Pennsylvania 19118

SUSTAINING ASSOCIATE:

Non-Profit Organizations

Mr. G. James Lippmann
Executive Director
AMERICAN BOAT AND YACHT COUNCIL, INC.
15 East 26th Street - Room 1603
New York, New York 10010

Mr. Robert F. Burnside
National Director
Small Craft
AMERICAN NATIONAL RED CROSS
National Headquarters
Washington, D.C. 20006

Mr. William D. Clifford
Executive Director
AMERICAN WATER SKI ASSOCIATION
7th Street and Avenue G, Southwest
Winter Haven, Florida 33880

Mr. W. T. Jobe, Jr.
Vice President
INTERNATIONAL SNOWMOBILE INDUSTRY
ASSOCIATION
1755 South Jefferson Davis
Highway - Suite 312
Arlington, Virginia 22202

Mr. Jack P. Foster
Executive Secretary
MICHIGAN SHERIFFS ASSOCIATION
700 Stoddard Building
Lansing, Michigan 48933

Mr. Harry Mopsick
President
NATIONAL BOATING FEDERATION
721 Northwood Avenue
Linden, New Jersey 07036

Non-Profit Organizations (cont.)

Mr. John P. Fleming
Manager
Public Safety Department
NATIONAL SAFETY COUNCIL
425 North Michigan Avenue
Chicago, Illinois 60611

Mr. David E. Carr
Executive Secretary
NATIONAL WATER SAFETY CONGRESS
5414 Hardy Street
Overland Park, Kansas 66202

Mr. Harold B. Haney
National Commodore
U.S. COAST GUARD AUXILIARY
306 Wilson Road, Oaklands
Newark, Delaware 19711

Mr. William C. Lucey
Chief Commander
U.S. POWER SQUADRONS
519 Greenwood Avenue
Fairhope, Alabama 36532

Industry Associations

Mr. Ron Stone
Director
Government Relations Department
BOATING INDUSTRY ASSOCIATIONS
401 North Michigan Avenue
Chicago, Illinois 60611

Mr. George Rounds
Secretary
NATIONAL ASSOCIATION OF ENGINE
AND BOAT MANUFACTURERS
666 Third Avenue
New York, New York 10017

Manufacturers, Engineering, Publishing
and Consulting Services

Mr. Lachlan M. Richards
CALIFORNIA MARINE PARKS AND HARBORS
ASSOCIATION, INC.
Forum Building
Sacramento, California 95814

Manufacturers, Engineering, Publishing
and Consulting Services (cont.)

Mr. Charles Dana Corey
DANCO INSTRUMENTS, INC.
195 West Hills Road
Huntington Station, New York 11746

Mr. Robert Lundin
President
KOEBIG & KOEBIG, INC.
1053 Sunset Boulevard
Los Angeles, California 90012

Mr. William J. Farden
OUTDOOR EMPIRE PUBLISHING, INC.
511 Eastlake Avenue E.
Seattle, Washington 98109

Mr. Paul D. Cauchon
PENNWALT CORPORATION
Automatic Power Division
21102 Amberwick Lane
Huntington Beach, California 92646

Mr. J. D. Larson
Associate Administrator
Safety Systems Department
3M COMPANY
1750 Pennsylvania Avenue, N.W.
Washington, D.C. 20006

HONORARY ASSOCIATE:

Mr. Harold Bradshaw
3233 Northeast 34th Street
Fort Lauderdale, Florida 33308

Mr. Otho B. Clark
Chief
Bureau of Boating Registration &
Licenses
Department of Natural Resources
Larson Building
Tallahassee, Florida 32304

Captain William R. Sayer, USCG (Ret.)
Sea Haven (B-537)
2731 N.E. 14th Street Causeway
Pompano Beach, Florida 33062

NASBLA EXECUTIVE BOARD MEMBERS

PRESIDENT

Mr. Charles R. Fullwood, Jr.
Chief
Division of Motorboats and Water
Safety
Wildlife Resources Commission
325 N. Salisbury Street
Raleigh, North Carolina 27611

VICE PRESIDENT

Mr. Tom Alexander
Boating Administrator
Arizona Game and Fish Department
2222 West Greenway Road
Phoenix, Arizona 85068

SECRETARY-TREASURER

Mr. Thomas C. Welch, Jr.
Chief
Division of Boating
Wildlife & Marine Resources Dept.
P.O. Box 12559
Charleston, South Carolina 29412

IMMEDIATE PAST PRESIDENT

Mr. Thomas H. Stratton
Boating Administrator
Department of Transportation
Harbors Division
79 S. Nimitz Highway
Honolulu, Hawaii 96813

EXECUTIVE BOARD MEMBERS-AT-LARGE

Mr. Dan B. Stack
Administrator
Office of Boating/Water Safety
Washington State Parks and Recreation
Commission
P.O. Box 1128
Olympia, Washington 98504

Mr. Robert H. Johnson
Director
Bureau of Watercraft Registration &
Safety
State Office Building
Augusta, Maine 04330

REGIONAL PRESIDENTS

Southeastern States Boating Law
Administrators Assn. (SESBLAA)
Mr. Leonard L. Bouler
Director
Mississippi Boat & Water Safety Comm.
Mississippi Manufacturers Assn. Bldg.
Suite 240 - 720 North President Street
Jackson, Mississippi 39202

Central States Boating Law Administrators
Association (CSBLAA)
Mr. Oliver J. Gasswint
Boating Act Administrator
Forestry, Fish and Game Commission
P.O. Box 1028
Pratt, Kansas 67124

North Central Boating & Snowmobile
Law Administrators Assn. (NCCBSLA)
Mr. Robert W. Dyke
Administrator
Marine Safety Section
Department of Natural Resources
Stevens T. Mason Building
Lansing, Michigan 48926

Western States Boating Administrators
Association (WSBAA)
Mr. Tedd Tuttle
Boating and Recreation Vehicle Chief
Division of Parks & Recreation
1596 West North Temple
Salt Lake City, Utah 84116

Northeastern States Boating
Administrators Conference (NESBAC)
Mr. Alfred F. Nataloni
Director
Division of Marine & Recreational Vehicles
Department of Public Safety
64 Causeway Street
Boston, Massachusetts 02114

*

PROJECT COORDINATOR

Mr. Keith Wilson (thru 3/31/75)
922 Blanchette Drive
East Lansing, Michigan 48823

EXECUTIVE DIRECTOR

Mr. Morris Victor Rosenbloom
2000 N Street, N.W.
Washington, D.C. 20036

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